

VOLUME IV NUMBER 18

May 18, 1967

CYCLE

"The Motorcycle Enthusiasts' Weekly Newspaper"

NEWS

25¢



Photo by David Gooley

Southern Californian Lance Weil dazzles European road racing fans with phenomenal style. For more road racing turn to page seven.

6477 N. Long Beach Blvd.
Long Beach, Calif. 90805
Telephone (213) 423-0431

NEWSPAPER

CYCLE NEWS

JC AGAJANIAN PRESENTS

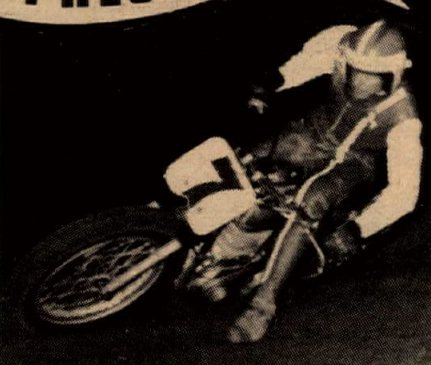
T.T. RACING
AMA SANCT.
FIRST SAT. OF EVERY MONTH

PRACTICE **7p.m.** RACES START **8:15 p.m.**

FLATTRACK RACING AMA SANCT.
EVERY FRIDAY
7p.m. PRACTICE 8:15pm RACES START

★ ★ ★ ★ ★

At Ascot Park 183rd & Vermont — Off Harbor Freeway




CALENDAR of EVENTS

Readers are advised that listing in this calendar is a free service. Cycle News disclaims any responsibility for cancellation or changing of events by promoters without notice.



EVERY FRIDAY NIGHT

AMA CLASS C HALF MILE, Every Friday, Ascot Park 183rd and Vermont, Gardena. All professional classes; first race 8:15

EVERY SATURDAY NIGHT

TT RACING under the lights at Elsinore Race Track, Just off Highway 71 East of Perris turnoff. Sportsman trophies for all classes. Spectators welcome.

EVERY 1st & 3rd SUNDAY

BEARDSLEY RACETRACK, Moto-cross, Scrambles & T.T. AMA sanctioned, Copper State Cycle Club. Located 25 miles N.W. of Phoenix, Ariz. on U.S. Hwy. 60.

EVERY TUESDAY NIGHT

SPORTSMAN SHORT TRACK, Playboys M.C. AMA sanc., pit gates open at 6 p.m. Adm. \$1.50. Children eight and under free. Races start at 8 p.m. at Trojan Speedway, located corner Long Beach Frwy & Firestone Blvd.

EVERY THURSDAY NIGHT

SPORTSMAN T.T. at new Trojan Speedway, every Thurs. night from now til November. Three classes: 100cc & under; 101-200cc; Pit gate opens at 6 p.m. and closes at 7:30 p.m. Racetime every Thursday night 8:15 p.m.

EVERY SATURDAY NIGHT

SHORT TRACK RACING at Willows, Calif. AMA approved. Located at Hwy. 99E South of Chico, Calif. Racing begins at dusk.

FRIDAY, MAY 12th.

SHAMROCK ENDURO TROPHY PRESENTATION at 8 p.m. at the Sunland American Legion Hall, 8823 Fenwick St., Sunland, Calif. Just off Foothill Blvd. on West end of Sunland Park. Look for the Shamrock Banner. Free beer and movies of the Enduro. Finisher pins given at the presentation.

SATURDAY, MAY 13th, 1967

TT RACES at San Gabriel Speedway. Racing begins at 8 p.m. with practice at 6 p.m. and time trials at 7 p.m. Free Parking. Located 3 miles north of San Bernardino Frwy. on Rivergrade Rd.

V.C. MCGOWAN & C.C. ENTERPRISES

PRESENTS A.M.A. SANCT.

PROFESSIONAL

MOTORCYCLE RACES: CAPITOL SPEEDWAY SACRAMENTO

CLASS C T.T. RACE
GUAR. PURSE OR 40%
MAY 21st

HALF-MILE FLATTRACK, Tulare County Fairgrounds, Tulare, Calif. AMA Class C dirt track, night race, new lights have been installed. Novice, Amateur, Expert-ride for 40% of the gate. Practice starts at 5:30 p.m., time trials at 7:00 p.m., first race at 8 o'clock. Referee Hank Gendusa of Fresno officiating. Admission \$2.00 adults, \$1.00 ages 12-16 & uniformed servicemen, under 12 free, and parking free to all (with guard in attendance).

MAY 13th & 14th, 1967

FOURTH ANNUAL ROULETTES JAMBOREE at Las Vegas, Nevada. AMA sanc., mail entries to Riding Roulettes M.C., P.O. Box 2853 Huntridge Station, Las Vegas, Nevada. Mail entries \$2.50, post entries \$3.00. Judging and starting point at Day Dream Ranch, corner Warm Springs Rd. and Eastern Ave.

SUNDAY, MAY 14th, 1967

TT SCRAMBLES on the hottest track going! Only 5 hours from the Los Angeles area. Plenty of big bike time — guaranteed to run in semi or main event. Class "C" traction oiled track. Trophies presented at the race. Sponsored by Vegas Valley M.C. Nevada's oldest AMA competition club. Lined from the Tropicana Hotel to the track 4 miles south on the old Los Angeles Highway.

SPORTSMAN HILL CLIMB at Loveless Ranch in Madrone, Calif. All AMA rules enforced. Three number plates required. All classes for men. Signup at 9 a.m., first run at 1 p.m. Lined from Hwy 101 and Willow Springs Rd. For info: Los Gatos M.C., P.O. Box 802, Los Gatos, Calif 95030.

AFM NATIONAL ROAD RACE at Cotati Raceway. All grand prix and production classes, including sidecars. Practice all day Saturday. Signup 8 a.m., practice 9 a.m., with racing at 1 p.m. Entry fee: G.P. \$8.00, prod. \$3.00. For info, contact AFM, (415) 342-3712.

POKER RUN presented by Bay City M.C. in San Francisco. Starts at 11 am, at Mill Valley Heliport on U.S. 101. Signup at 9 am., Entry fee \$1.00. Post entry only!

SPORTSMAN SCRAMBLES at Lodi Cycle Bowl. AMA sanc. sponsored by Port Stockton M.C. \$1.50 ride or watch. All classes signup at 8 a.m. and racing begins at noon. For info: Bob Sanders, 368-6313 (Lodi)

TT SCRAMBLES at Moto Club Latino, Laguna Mexico. Racing begins at 10 a.m. Entry fee \$2.00. Trophies to all classes. For info: Av. Madero 1526, Tel. 2-93-17.

TT SCRAMBLES, District 37 point run at Bay Mare. Sponsored by Scramblers M.C. Loads of practice, lots of laps. Bring Mom to the races. Lightweights 8:30 a.m., big bore 12:30 p.m. Take Ventura Frwy. to Moorpark Rd. in Thousand Oaks. North to Hwy. 118, then left to Balcome Canyon Rd.

SCRAMBLES by Mt. St. Helens MC at Castle Rock Fairgrounds, Wash. All motorcycles must have folding pegs, min. of 2 number plates, all glass removed. For more info write Mt. St. Helens M.C. Box 51, Castle Rock, Wash.

SPORTSMAN HILL CLIMB at Outlaw Canyon, Bakersfield, located between Hart Memorial Park and Lake Ming. AMA sanc., presented by Reveliers M.C. Admission: rider \$1.00, others \$1.50. First run at 10 am.

ROMIN INC
PRESENTS THE

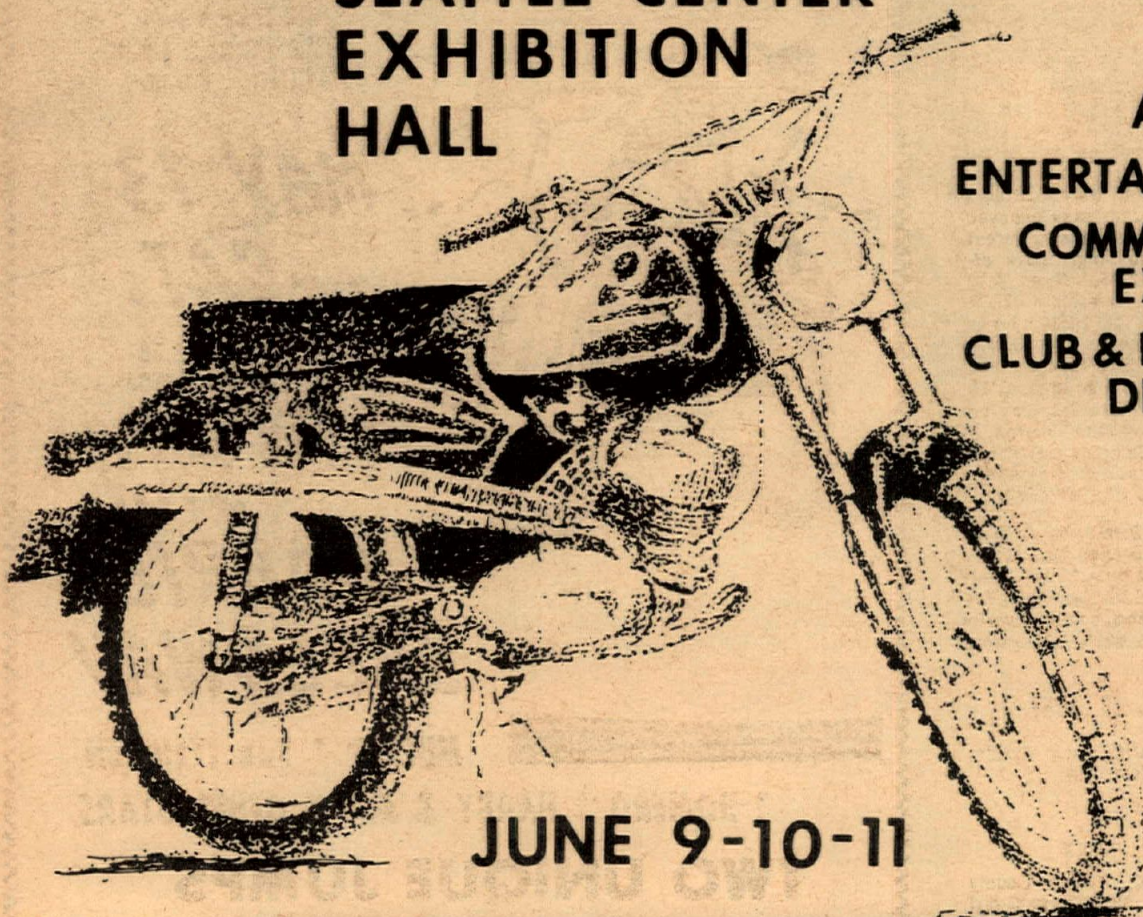
1967

NORTHWEST

CYCLE SHOW

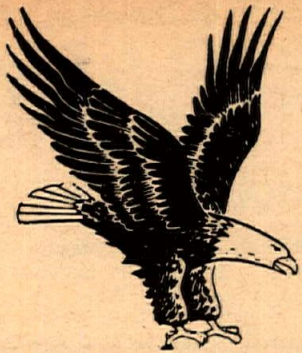
SEATTLE CENTER
EXHIBITION
HALL

AWARDS
ENTERTAINMENT
COMMERCIAL
EXHIBITS
CLUB & PRIVATE
DISPLAYS



JUNE 9-10-11

SEATTLE, WASHINGTON



You'll
always
see it
FIRST
in

CYCLE NEWS

6477 N. Long Beach Blvd.
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Or: Box 498, Long Beach, Calif.
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From L.A. Phones: 636-8844

"THE VOICE OF CALIFORNIA"

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mail \$7.50
Advertising rates will be sent
on request.

HARE SCRAMBLES, by Barstow M.C. 2nd
Annual Mother's Day event, AMA sanc-
tioned, Dist. 37 point run from freeway, take
Lenwood Rd. turnoff 5 mi. west of Barstow.
Start 9:00 a.m., entry \$3.25, desert rescue on
hand.

RAWHIDE ENDURANCE RUN, 1st annual,
start and finish at Hawthorne, Nevada. AMA
sanct., approx. 125-mile course. Entry fee
\$3, post entry \$4, mail entries close at mid-
night May 10, 1967. Ride through historical
ghost town and over the lands of the Piute
Indians. First rider out at 8:01 a.m. Class A
(Expert); Class B (Novice); Class A Lt. Wt.
Class B Lt. Wt. (up to 250cc). 50 to 100cc
must have own gas. Class and team trophies,
if 3 or more teams, 3 riders make a team.
\$3.00 team entry; Contact Wassuk Scramblers
M.C., PO Box 872, Hawthorne, Nevada 89415
for entry blanks.

ROAD RACE at Morganfield, Kentucky. AMA
Sportsman sanction with Amateurs and Ex-
perts eligible. Racing starts at 2 p.m. Pre-
sented by the Breckenridge Job Corps Center.

TT SCRAMBLES at Mesa, AMA sanction.
Entry \$1.50, admission \$1.00. Practice 9 am,

POKER RUN, sponsored by Northern Calif.
Motor Maids. AMA sanct. event will be run
rain or shine. Approximately 75 miles, all
pavement. Start and end at Lodi Cycle Bowl.
Entry fee \$2.00. Signup 9:30 a.m., Start 11
a.m. Come and see how the girls can put on
a show!

TT SCRAMBLES at Mesa, AMA sanction. En-
try \$1.50, admission \$1.00. Practice 9 a.m.,
first race at noon. Gear tail for the 5/8 mile
dirt course. Direction: Interstate 5 to Main
St., Chula Vista, then 5 miles on Main to
Brown Field. Follow signs to the track.

SATURDAY, MAY 27th.

2nd ANNUAL MOTORCYCLE CLASSIC (No
Break) Short Track Atascadero Ramblers at
Paso Robles. Highway 101 at Paso Robles.
Covered bleachers and grandstand.

SUNDAY, MAY 28th.

TT SCRAMBLES DOUBLE POINT CLASSIC
Atascadero Ramblers. Fairgrounds, Paso
Robles. Highway 101 at Paso Robles. Covered
bleachers and grandstand.

THIRD ANNUAL CALICO 100 MILE RACE
for trail bikes. Helmets required. Race time
10 a.m. Limited to bikes 125cc and under.
Location: Calico dry lake bed. Take Barstow
Frwy. 10 miles past Barstow. Take Ghost
town turnoff and follow lime. Entry fee \$3.50.

SUNDAY, MAY 28th.

DUAL EUROPEAN SCRAMBLES, Dist. 37
pts., AMA sanc. Presented by Dusters M.C.
and Antelope Ramblers M.C. Lined from 90th
St. West and Rosamond Blvd. Entry fee \$3.25
each event. Dual points, catering service at
run. Racing begins at 9 a.m.

AFM NATIONAL ROAD RACE at Whiteman
Air Park in Pacoima. All GP and production
classes and sidecars. Gates open 9 a.m.,
tech. inspection closes 11:45 a.m. First
practice at noon, with racing beginning at
1:30 p.m. Admission \$2.00. Entry fee \$8.00
for GP classes, \$3.00 for production classes.

TT SCRAMBLES at Perris, presented by
Lost Angels M.C. Machines 200cc and under
will use short course and will race from 8
a.m. to 10 a.m. Bikes 250cc and up use long
course and race from 10 a.m. till dark. Plenty
of practice for all classes. Gate opens 7 a.m.
AMA sanc, Dist. 37 pts. awarded. Lots of
trophies to be presented at the track after
the Main Events. Sidehacks welcome. Bring
your paintbucket and put your club name on
a rock!

TUESDAY, MAY 30, 1967

TT SCRAMBLES at Antelope Valley Fair
Grounds, Dist. 37 pts., class "C" traction
only. Folding pegs req. 50 to 100cc signup
8 a.m., 125 to 250cc signup closes 11:30 a.m.
350 to Open signup closes at 1 p.m. Take
Hwy. 14 to Ave. "I", turn east 1/2 mile to Fair
Grounds in Lancaster. For further info., call
Dick Constable (213) 367-2897.

JUNE 2nd, 3rd & 4th

CYCLE WORLD MOTORCYCLE SHOW in con-
junction with the International Custom Car
Show at the Los Angeles Sports Arena. See
over 500 of the world's motorcycles and
scooters plus hundreds of accessories and
special equipment.

A.M.A. SPORTSMAN ROAD RACES

SUNDAY, MAY 14, 1967

ALL CLASSES 50cc TO 1,000cc

REGISTRATION

9-11:00 A.M.

PRACTICE TIL 1:00

RACING AT 1:30

OPEN TO ALL RIDERS, PROFESSIONAL LICENSE NOT REQUIRED

CARLSBAD RACEWAY

PALOMAR AIRPORT ROAD, 7 MILES EAST OF HIGHWAY 101

PRODUCTION CLASSES

(UNDER 251cc)

MUTHA'S" DAY AT CARLSBAD" MAY14

SECOND ANNUAL MOTHER'S DAY RUN by
Norwalk Rockets. Call (213) 863-9106 for
information.

TT SCRAMBLES at Dehesa Speedway, AMA
sanctioned. Signup at 9 am, races at noon.
Located five miles east of El Cajon, out
Jamacha Rd. All classes, trophies awarded.
\$1.25 to ride. Approx 3/8 mile TT course,
graded surface.

SPORTSMAN ROAD RACES at Carlsbad Race-
way. Sponsored by the Playboys M.C. Races
for all classes of Grand Prix machines plus
a production class for street lightweight. Pit
gate opens at 9 a.m., closes at 11:30 a.m.
Race time 1:30 p.m.

CROSS COUNTRY TRAILS, rain or shine.
Two laps 25 miles each, 30 observed trails
sections. Entry \$2.00. Signup 9 a.m., start
10:30 a.m. Legal daylight road equipment.
Parking and starting point bottom of Old Mill
Rd. Lined from Half Moon Bay south and
Tunitas Creek Rd. north on Calif. Hwy. #1
(Coast Hwy.) Pacific Intl. Trials Society,
Box 2272, Menlo Park, Cal. 94025.

FRIDAY, MAY 19th, 1967

SHORT TRACK RACING at the Sonoma Coun-
ty Fairgrounds in Santa Rosa. AMA sanc-
tioned by North Bay M.C. All classes
250cc and under. No brakes, Class "C"
traction only. Signup at 5 pm, race at 8 pm.
For info: (707) 542-0287.

SATURDAY, MAY 20, 1967

INDOOR SHORT TRACK RACING at new
Arena in San Diego. All classes, Novice,
Amateur and Expert professionals. AMA sanc-
tioned, promoted by J.C. Agajanian. Two
classes: 100cc & 250cc. Call DA 3-5055 In
Gardena for further info. Another race on
June 10th.

SUNDAY, MAY 21st, 1967

TT SCRAMBLES at Sprockets Park, located
at foot of China Grade near Oildale. Spon-
sored by the Bakersfield Sprockets. AMA
sanctioned. Race sign up will close at 10:30
a.m. sharp with first event at noon.

POKER RUN by Santa Clara Cavaliers. AMA
sanc., approximately 125 miles, all pavement.
Food and gas on course. Start at Chuck's
Bicycle Shop, 1593 Pomeroy Ave., Santa
Clara. First rider off at any time after 9 a.m.
signup. Entry fee \$1.00. For further informa-
tion call Roger Anden at 246-4589.

SCRAMBLES presented by the Richmond
M.C. in conjunction with the Berkeley Marina
Festival. All AMA classes, class "C" trac-
tion recommended. New track. Drawing for
Honda and many other prizes. \$1.50 to ride,
spectators free. Located at Berkeley Marina,
foot of University Avenue, just off Freeway.

TT SCRAMBLES at Perris, Calif., sponsored
by Sinners M.C. Small Bore start at 8:30
a.m., big bores at 1:30 p.m. \$1.25 gate, \$2.00
entry. Bring your Fastass Sumbichl and have
a go!

A.C.A. NATIONAL POINTS ROAD RACE,
Riverside International Raceway, all GP and
Production classes, 50cc through 1000cc,
practice 9:00-12:00, first event 12:30 p.m.

TT STEEPLECHASE RACE, Capitol Speed-
way in West Sacramento, Novice, Amateur and
Expert will run for 40% of the gate. AMA
sanctioned. Practice at 3:30 pm, time trials
at 5 pm., first race at 6 pm. Admission
\$2.00 for adults, \$1.00 ages 12-16 & uni-
formed servicemen, under 12 free, Free park.

7th ANNUAL CHERRY CREEK HARE &
HOUND, sponsored by Salt Lake M.C. West-
ern States Championship, held at Eureka,
Utah. Entries on AMA-type entry blanks must
be mailed before 12 p.m. May 16, 1967. Entry
fee \$3.00. Post entries accepted until 8:45 am
on date of event. Post entries \$5.00. Race
starts at 11 am. Mail Application to Salt
Lake M.C., P.O. Box 1711, Salt Lake City,
Utah.

POKER RUN ENDURO sponsored by City
Cycle Center in Pico Rivera. Start 9:30 am
at Tehachapi. Take Hwy 14 to Rosamond,
left on Rosamond Ave. and follow lime and
red tags to start. Entry donation \$1.50. All
classes, helmet required. Catering truck will
be on location. Many trophies and prizes.

POKER RUNS by National Forest Riders
Assoc. (rain date May 28). 60 easy unpaved
miles of Los Padres National Forest. Forest
service roads, 5 river crossing. Spark ar-
restors required. Fee: \$2.25. Time: 8:30
registration: 9:30 riders meeting: 10:00:
Bikes above 250cc start at 10:30, bikes
under 250cc. From Los Angeles take High-
way 101 to Santa Barbara, then take the San
Marcos Pass Road turnoff and go approx. 14
mi. and turn right onto Paradise Rd. Stay on
Paradise Rd. to end of pavement (approx. 8
mi.) Follow lime to start. Camping facilities.
Information: Darryl Deinhard, 399 Zink Ave.,
Santa Barbara, Cal. 93105. Ph: 967-8102.

15th ANNUAL PAUL BUNYON CROSS-
COUNTRY RACE at Blanchard, Idaho. Classes
100cc, 250cc and over 250cc. Start
10 a.m., signup closes at 9:30 a.m. Entry fee
\$4.00. For further information, contact Empire
Trail Blazers M.C., East 6014 Valleyway,
Spokane, Washington.

SAT. & SUN. MAY 27, 28, 1967

MOTOR MAID RUN by Calif. Motor Maids.
Call (213) 866-6522 for information.

SATURDAY, MAY 27, 1967

HALF-MILE FLATTRACK, Tulare County
Fairgrounds, Tulare, Calif. AMA Class C dirt
track, night race, new lights have been in-
stalled. Novice, Amateur, Expert rider for
40% of the gate. Practice starts at 5:30 p.m.,
time trials at 7:00 p.m., first race at 8 o'clock.
Admission \$2.00 adults, \$1.00 ages 12-16 &
uniformed servicemen, under 12 free, and
parking free to all (with guard in attendance).

12-MILE NAT'L CHAMPIONSHIP DIRT
TRACK RACE, at Reading, Penna., Fair-
grounds. Entries from AMA or sponsor Jack
Vanino, 611 N. Wyomissing Ave., Wyomiss-
ing, Penna. 19610. Entries close May 7.



AMA SANCTIONED

T.T. RACES

ALL CLASSES

PRACTICE 6 p.m.
TIME TRIALS 7 p.m.
RACING 8 p.m.

MAY 13
--SAT.

ADULTS - \$2.50
KIDS 8-12 - \$1.00
UNDER 8 - FREE

SAN GABRIEL SPEEDWAY

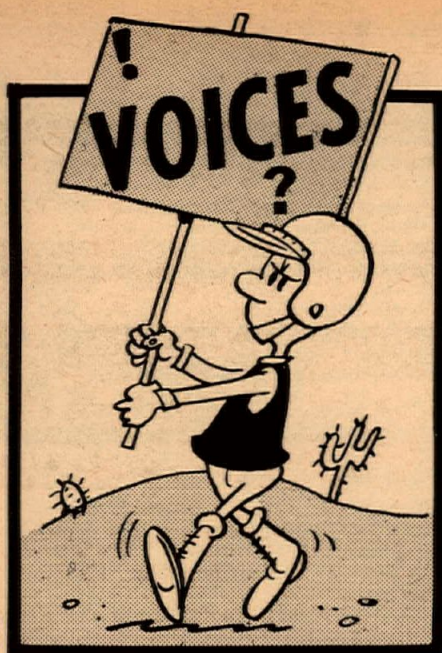
MULDER * Van LEEUWEN

* ROMERO * HAABY & MANY OTHER STARS

TWO UNIQUE JUMPS

"PLENTY OF FREE PARKING"

3 miles North of San Bernardino Freeway on Rivergrade Road



CABLE STRETCHED ACROSS ROAD INJURES CYCLIST

SOUTH SAN FRANCISCO—A motorcyclist was badly hurt Sunday when he ran into a cable stretched across a private road on San Bruno Mountain.

The motorcycle rider, Fred E. Baron, 25, of 205 Chapman Ave., South San Francisco, was riding on Guadalupe Road north of the Guadalupe Canyon Parkway at 4:20 p.m. when he struck the cable, stretched as a barrier and supported on short poles across the private road, Highway Patrolman J.R. Steffens reported.

A witness said Baron apparently didn't see the cable and was traveling about 30 miles per hour. Baron was admitted to Mary's Help Hospital for observation of head injuries.

MANTRAP CLAIMS ANOTHER VICTIM

Dear Sirs:

Last September your paper wrote a very poignant article titled, "Mantraps Must Be Outlawed!", concerning deadly chain and cable barriers that threaten any off-the-road cyclist. The tragic death of Ron Burris would surely bring this danger to the public eye, I thought. Maybe it would even lead to desperately needed legislation. But obviously people don't listen, or care! This boy was lucky enough to survive his encounter with a steel cable. But he won't be riding his cycle for awhile, if ever again. I myself have seen these nearly invisible barriers on several occasions. I've just been fortunate enough to be going slow at the time. Let me say that I believe in the right of private property, and cycles, like anything else, should not violate this right. But the land owners should not be allowed to put up any kind of barrier they choose, such as these chains and cables that are stretched across the pathway. They are all but impossible to see until it is too late. Any barricade should be clearly visible at all times, with signs posted safely in front of the barricade. This applies to local parks and government forests also. Action must be taken to get rid of the death-traps. How many Fred Baron's and Ron Burris' will end up as statistics

before people realize the danger?

Yours truly,
DOUG TEMPLETON
Sunnyvale

("We couldn't agree with you more, Readers, please send Cycle News clippings of Local Mantrap Victims for a campaign we are preparing.")

THANKS

I would like to extend my thanks to such a well-deserving paper for doing an excellent job in keeping displaced desert riders such as myself informed on all events, both Professional and Sportsman, via your publication.

Also please pass on a wee bit of information to all AMA members who may be in this area in the future. I am presently in the U.S. Coast Guard and stationed in Hawaii. I recently tried to obtain a membership form to renew my AMA membership. Some of the people over here are really a source of information, especially one of the fine bike shops I called on the phone. A woman answered the phone and when I stated my request, she asked "What club is that? Let me give you the parts department."

Give me a good old Southern California bike shop any day where the necessary forms are readily available. Sure be glad to get back to the good old dusty desert. Keep up the good work.

Respectfully,

CHUCK WILLIFORD
P.S. Sent home for the application.

WHY CAPITOL CANCELLED

Just a short note to let you know that our first TT race of the season at Capitol Speedway, Sacramento, California, which was to have been this coming Sunday evening May 7th has been cancelled.

We were at the track today meeting with Mr. McGowan our co-promoter and have discovered the infield of the track is under about 8 inches of water and it is impossible to build a track at this time. Most of the track has been built including the jump, but on the east and West infield where the track had been planned is where the water is. There is a real problem there in that the track is below the water level of the river basin and water keeps seeping up through the ground.

So we would appreciate it very much if you would spread the word to your reading public why our first race was cancelled. Cancellation notices are going out tonight by Ehrhardt Mail service of Lodi.

THOMAS U. CLARK
C. & C. Enterprises
San Jose

TON-UP TROPHY

Would like to officially announce our sponsorship of the Ton Up Challenge Cup, which will be a \$1,000 iron men and cup, to be presented to the first Yank to either crack the magical ton, on a single cylinder machine, or finish in the first three, during the Diamond Jubilee Races at the Isle of Man. This includes all classes. The only stipulation is that the machine must be a single and that the lap of over the ton must be set during the races. We would very much like to see the cream of American road racers competing in this greatest of all road races, particularly during the Diamond Jubilee Celebration, and hope that this trophy will offer increased inducement to the American competitors to show the British that

they and the Europeans have no monopoly on the Grand Prix Bike talent. The prize for cracking the Ton on a single is special incentive for a Yank to follow in the great tradition of Derek Minter, Mike Hailwood, and other great International Stars. So much for the prose.

TON UP BATTLE IRON
1460 Elm Circle
Provo, Utah

OLD BUT STILL HOT

I noticed your cover on the May 4 issue of *Orie Call*, 44½ year old desert rider #403, with some interest. I feel that the sport should appeal to all ages, and in fact we have riders from 10 to 60.

But I was a little jealous of the cover picture since I started riding scrambles last year at age of 55. I am now 56. I was then lightweight #558x in May and this year I am 240x.

In September I bought a heavyweight and was #695. This year I am #189. In your point results of the first three months of '67. I am #94 — I hope to finish the year with a number below 100 for 1968.



Photo by Tracy Holmes

I have been riding my heavyweight more since I don't think I can know two bikes really well and it packs my 200 pounds more easily. Getting out each Sunday is a problem since I have to earn a living and the business is open on Sunday. This will affect my points and my number.

But if you will check your results from the Las Vegas Scrambles on April 23 you will find I was at least fourth in my division and that's not bad for a gray-haired old grandfather!

I think you owe the scramblers a cover picture too — I mean the older scramblers.

JIM WOOLWINE
Sunland

THE ANSWER MAN

QUESTION: In smooth-track racing, (TT or flat track) how should one distribute his weight when cornering; toward the front of the seat or toward the back?

I like to "cross-up" and broad-side, but am unsure of where I should sit for best traction. G.M. — Santa Barbara.

ANSWER: By all means, move forward on the seat. The greatest consideration must be given to feel and control of your machine when "crossed-up," rather than optimum traction. Moving forward places you near the pivot point (equal distance between front and rear wheel) and close to the machine's center of gravity. This way, you will be more aware of how much correction is necessary to bring the rear wheel into line with the front and avoid the painful error of over-correcting and "wiping-out."

QUESTION: How do spark plugs differ from brand to brand?

All of them look similar and seem to do the job. J.B. — Sepulveda.

ANSWER: Each plug is different in materials from which it is constructed. One will have x brand chemicals in its porcelain, while another uses y and x. Some plugs have an iron core conductor and others are made from copper. You were right in assuming that they all work, but one may be better suited

for prolonged heat and another for cold operation. If you ask the manufacturer or distributor he will give you a large list of his brand's superior features. Listen to them and then make a decision as to which one will best perform the task you have in mind.

QUESTION: How do I select a pilot jet, needle and main jet for a "389" Amal carburetor and how should I adjust the air screw and jet needle? S.R. — Van Nuys.

ANSWER: There are three pilot jet sizes available for the 389 Amal, listed by numbers 20, 25 and 30. I suggest you start with number 25, but a final selection can not be made until we attempt to tune your monobloc. There are also three needle jets, .106, .105 and .107. The .106 is most commonly used and will probably prove correct. I have no idea what engine you intend to use this carburetor on, so it is hard to recommend a main jet size. I suggest you begin by matching an Amal jet bore size with your old main jet and then select a jet two steps richer.

The air screw is for adjusting the engine idle speed. Turning it in (clockwise) increases idle speed and turning it out reduces the speed. Set the air screw at 1½ or two turns out from fully closed and start your engine, keeping it at an rpm above the idle range until it is warm. Release the throttle and go back to the pilot air screw. Slowly turn it out until the engine hesitates or begins to slow its idle and then turn it clockwise from one half to one full turn. The air screw leans and richens the idle mixture. If it is not possible to sufficiently lean the idle mix by screwing out the needle, then obtain the smaller pilot jet. Since spring pressure becomes too weak to hold the pilot needle in place beyond four turns counter-clockwise, you should obtain another pilot jet if such excess adjustment is required.

In your request for tuning information you forgot to mention the throttle stop screw, that is the slanting screw located on the side of the carburetor body. The sole purpose of this screw is to regulate the idle speed with a fully closed throttle. Before adjusting the pilot air screw, turn the throttle stop screw until the slide is only slightly open. After the pilot adjustment is made, adjust the stop screw for the idle speed you desire.

You now have it running I hope, so climb aboard and head for an open road and we will try to select a proper main jet. Slowly open the throttle until you are at maximum speed and then in one move, or as close as possible, pull in the clutch and kill the engine. After you have come to a stop and pulled off the road, remove a spark plug. If it is all dirty or black in color put in a smaller main jet, or if it is white and clean go to a larger size. This trial and error method is the only correct way to select a main jet. The ideal color to look for on the plugs center or insulator is light brown or charcoal grey.

Now let's check the needle setting. If the engine bogs or is delayed in acceleration when the throttle is suddenly opened, the needle needs to be raised a notch. Of course raising it richens the mixture on sudden acceleration. Having the needle too high will not hamper the acceleration to a great degree, but will cause undue gas consumption. If it is impossible to accelerate smoothly after raising the needle as high as the notches allow, then obtain a larger needle jet and begin acceleration tests with the needle lowered as low as possible and begin raising it notch by notch until the problem is solved.

If you have a dual-carb set up, it is a necessity that they are properly synchronized. There should be no slack in the throttle cables and each slide should rise in co-ordination with the other. This is all done with the cable adjusters. When tuning for the idle adjustments, do just one cylinder and adjust the mixture on the one remaining. After each one has been individually tuned, they can be matched by listening to the exhaust system, or if you have a tach, set each individual idle to the same rpm.

The best.



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(Dealers inquire: Sammy Tanner Distributing Company)

*Suggested retail price

P.R. Passes Unanimously

It was like old times at the District 37 Sports Committee meeting Thursday, with upset, roll call votes and complaints about the head AMA office in Ohio.

The tip-off that it would be an exciting meeting came when President Jean Carter stepped from the head table after reading correspondence and turned the gavel over to Vice-President Len Wine-land, saying that he had some remarks to make and felt that it would not be proper to be in the chair while making them.

No Puppet

Stepping to the microphone, Carter announced that if he had made mistakes in the past he was sorry, but he had "always tried to work toward the betterment of motorcycling but that he would not be a puppet for anyone."

The races at the Ponderosa and Dead Man's Point proved very successful Carter continued, and both promoters asked if they might receive AMA sanctions. At the April District meeting, Mr. William Berry, the Executive Secretary of the AMA had been present and while out here on that trip, Carter had brought this subject up to Berry, Berry felt that the applicants should either form a club and join the District or have a club front for them, then apply for the sanctions they wished.

During the same period of time the Playboys M.C., who joined the District at the April meeting, applied to Carter for sanctions to hold Sportsmen short-track and TT races on Tuesday and Thursday nights at the South Gate Raceway. Carter said he collected fees for these sanctions and sent his personal check to Ohio for them. His check was returned, the objection being that it was a personal one, not drawn on the District's own bank account. The sanction was refused.

Carter said that Berry objected to Trojan Enterprises applying behind a club and turned down the sanction because it was a professional promoter-type deal. This was however, exactly the course Berry recommended to the Ponderosa and Dead Man's Point promoters.

The Playboys then discussed with Dist. Sec. Bill Adams how to re-apply and Adams sent in an application with a check drawn on the District bank. Sanction was granted to one race at Trojan Speedway. Carter said he felt that as President all business should be conducted through him, not Bill Adams and hinted that if the body didn't have confidence in their president, they'd better elect someone else. Discussion followed on the duties of the Secretary-Treasurer with the body showing that any time letters, paper work or the writing of checks was involved then Adams had full authority to go ahead and attend to these duties.

Time For Home Rule?

In regard to the Playboys sanction for the twice-weekly events, Carter felt that it was a break-down in communication with Ohio again and that they didn't know how badly we needed extra racing room out here or they wouldn't have refused the sanction. He felt our problems must be dealt with through the District and not through Ohio or Bill Berry.

Pennington (Dusters) said that everyone jumped on him and the others when they tried to shut the AMA off six months ago for the very same kind of deals, but now things seemed to be different. Don Kemp of the Dirt Diggers said it sounded mighty like treason to him and was Carter now for "Home Rule?" Carter said he was because of lack of total communication and Kemp brought more of a laugh from the body by replying, "Well, it's taken a long time, Jean."

A Quiet Rebuttal

Earl Flanders then quietly took the floor to explain the reasoning of the AMA as to why the Playboys sanction had been granted for just one week of racing. National-level people like himself thought that "if all these events were turned over to promoters that it wouldn't be fair to the clubs who were the District." However, if the clubs wanted pro-promoted Sporting events then they should be given the choice to vote for them on the floor of the Committee. Otherwise someone would be bound to complain that sanctions had been given without the clubs being allowed a say. He felt that twice-weekly professionally promoted Sporting events might not be good, but the clubs should still be allowed to choose for themselves. That was why the sanction had been allowed for the week prior to the District meeting and only for that until the body could have its say.

Pro-Motion Passes!

Secretary-Treasurer Bill Adams then asked for a motion as to whether Dist. 37 should allow the South Gate events, and Carter made the motion with Pennington seconding that there be Sportsman short-track on Tuesday and TT racing

Thursdays. The motion passed unanimously with 40 plus voting for and one abstainer. The Playboys were then informed to re-apply for all the sanctions they would need.

That subject over, Carter then brought off the table from the previous meeting the old business discussion about the Public Relations office. He made a motion that there be a full time Public Relations man for the District, Tex Myers. (4-Aces) seconding. Discussion was called for and Ron Sloan of the Rams said that he had been instructed by his club to ask just what exactly would this job entail before casting a vote?

Carter spoke on the facets of the job, such as when someone complains that bikes are tearing up his land then the man would travel out there to talk to the owner; if a track is having troubles with neighbors then they would be contacted etc. New track locations could be searched out and meetings attended.

Public Relations Costs

Other representatives brought up the fact that the \$20,000 a year estimate for the job was a lot of money and where would it come from? Auto expenses for traveling around our Districts' five and a half counties could run \$500 every 2 months. If the full amount couldn't be

raised then the representative would find himself out of a job. Kemp of the Dirt Diggers suggested tabling the motion because of Carter's attitude feeling that he might be unfavorable in the job at present.

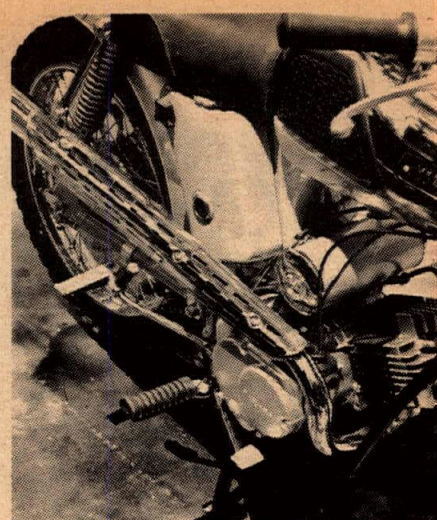
Sloan then made the motion that prior to voting on this office a full and comprehensive report be circulated among the clubs stating our problems and how they can be resolved. Kouns (Jack Rabbits) seconded. Carter was then asked to rescind his previous motion so this could be done. He firmly refused. LeBlanc (Sidehack Association) said his club thought that everything should be put into writing as to what the office would entail as this was an important matter. Hurd (Foothill Hawks) thought that Carter had made a bad display that evening and, though enthusiastic, was just not responsible enough to go up against the politicians and other people he would meet on the job.

The Dist. Gets In Gear, P.R.-Wise

The whole thing finally came to a roll-call vote, but only whether to establish the office of Public Relations within the District without naming anyone to the post. It passed 30-15.

Representative Sloan (Rams) then made a motion (Allen, Calif. Gophers seconding) that a committee be set to study and report back on the problems and how they should be handled, to make nominations for the position and perhaps contact public relations firms to see how they would handle the problem and for what fee as they are professionals in this type of project. This passed unanimously.

It was late and the meeting was adjourned.



PASSENGER FOOTRESTS FOR YAMAHA TRAIL

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Jan Crawford dazzled fans with spectacular slides.



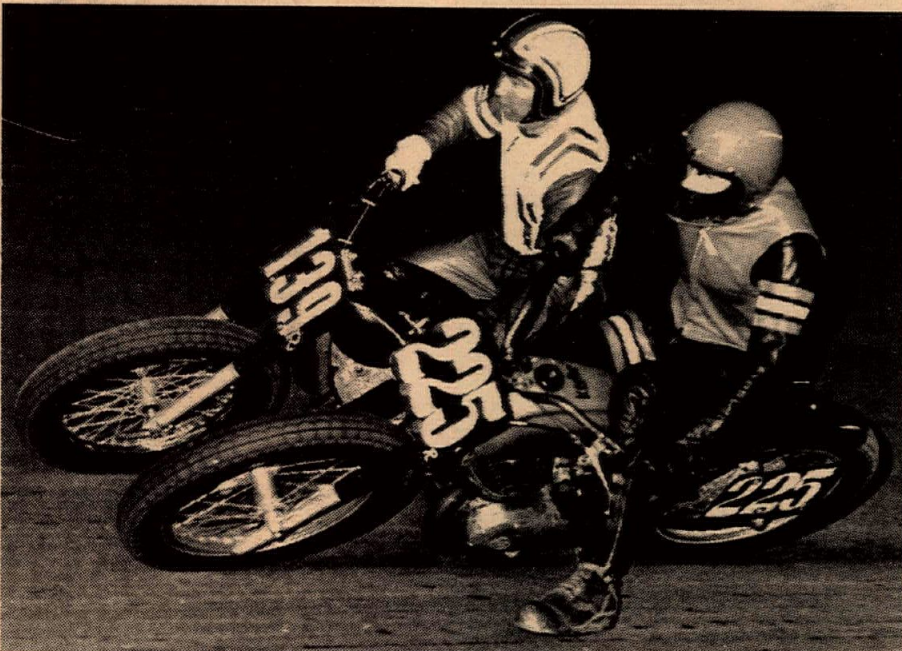
Marty MacDonald widens the gap.

HAABY THUNDERS TO HALF-MILE WIN

Two thirds of the famed "BSA Wrecking Crew" were shot down Friday night in the second outing of the season for the half milers at Ascot.

Sammy Tanner and Ralph White were both defeated in the heat races, leaving Dan Haaby to carry the banner by himself the rest of the way.

Chuck Jones took the measure of Tanner in the opening heat, clocking the fastest five laps of the night. First year expert John Bradford surprised one and all by upsetting Dick Hammer and White in the third heat race. Bradford, up from the TT ranks, was riding in one of his rare half-mile events.



Steve Pederson (225) and Bill Cody have a ruddy go in the Novice final.

Photos by
Dennis Greene

Haaby sailed through his heat race to keep the banner for the crew flying. In the Trophy Dash, it was Haaby for the second straight time this year with the vastly improved Mel Lacher in for second. Jones ran third, with Tanner a distant fourth.

Sammy Slow

Sammy had to win the Semi-Main event this year to get into the final. Bradford fell off hard in the first turn which brought about a re-start of the ten rider feature.

For the second time Haaby took an early lead. Tanner shot through the pack to take over second, with Lacher right behind in third.

Tanner tried and tried again to close on Haaby but failed in his bid. The late laps had Lacher coming on strong to pass Tanner and take over second place at the finish. Gene Romero came from way back to run a closing fourth in the late late laps.

The Amateur chase had Marty Mac Donald in for his first win on the big bikes. Marty outlasted fellow H-D rider Phil Todd to score the win. Marty also won his heat race.

Two Amateurs highlighted the action. The wide open style and full turn sliding of Jan Crawford every time out marks him as a comer and rider to watch.

Ashmore Down

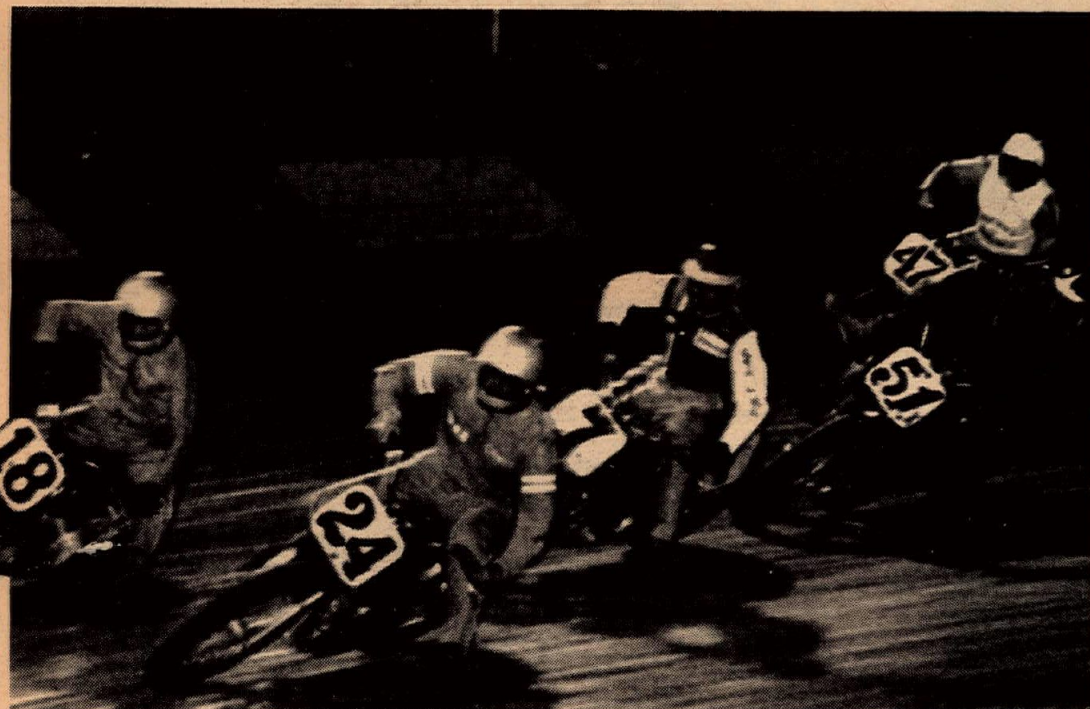
Opening night Amateur winner Jim Ashmore found the going rough and again had to go through the semi to get to the final. In the Main Event, Jim got his machine sideways on the back stretch, hit the wall full throttle, then sailed over the wall and landed under a billboard.

He was hospitalized with a broken leg and two broken fingers but expects to be back in action in two months.

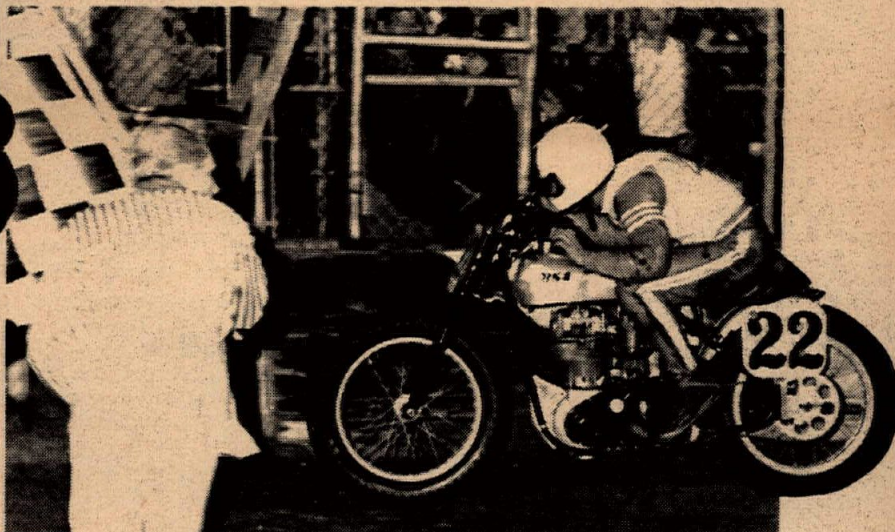
Ascot's two red hot Novice riders, Dave Smith and Rick Woods, went at it for the second time this year.

Each rider won his heat race before both were upset in the Trophy Dash by Northern Californian Rick Ellisarranas. The Main was again a two rider duel all the way, with Woods the leader for six of the eight laps. Smith sat right on his rear wheel then took the lead on lap seven to go on for his first win as a Professional.

(Results on page 16)



Sammy Tanner is caught in traffic behind Mert Lawwill (18) and Chuck Jones (24). TTer John Bradford, directly behind Tanner, is about to part company with his mount.



Dan Haaby takes the checker for the second half mile race this season.

LATEST COVERAGE FROM CYCLE SLIDEWAY

BEGINNING: A new series

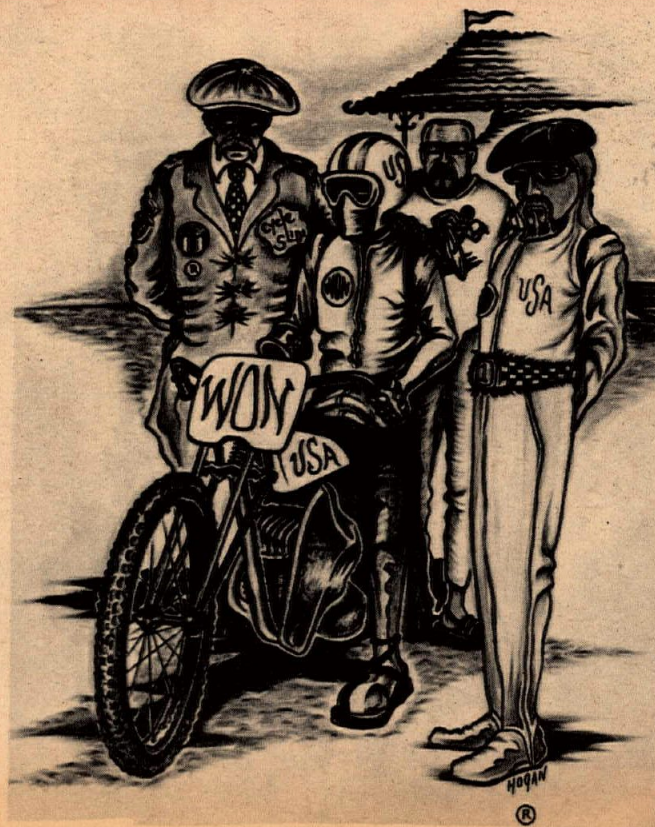


(The Dream Track of the West)

Here we see the U.S. Champion Barge Charger just upon taking his US-Special off the trailer. Flanked on his right (your left) by Pop Sickle, the chief honcho pit director of Cycle Slideway. Pop is an old timer around the sport. If you don't look out he'll show you where he still carries splinters from the old board track days. At right in this picture is Barge's sponsor Hob Bogan and backing him up, ace tuner "Nuts" Crescent.

Barge says he intends to win the upcoming 8-week International Championship even though he'll be up against the greatest 2-wheel slide artists in the world. Stay tuned to this newspaper for weekly developments.

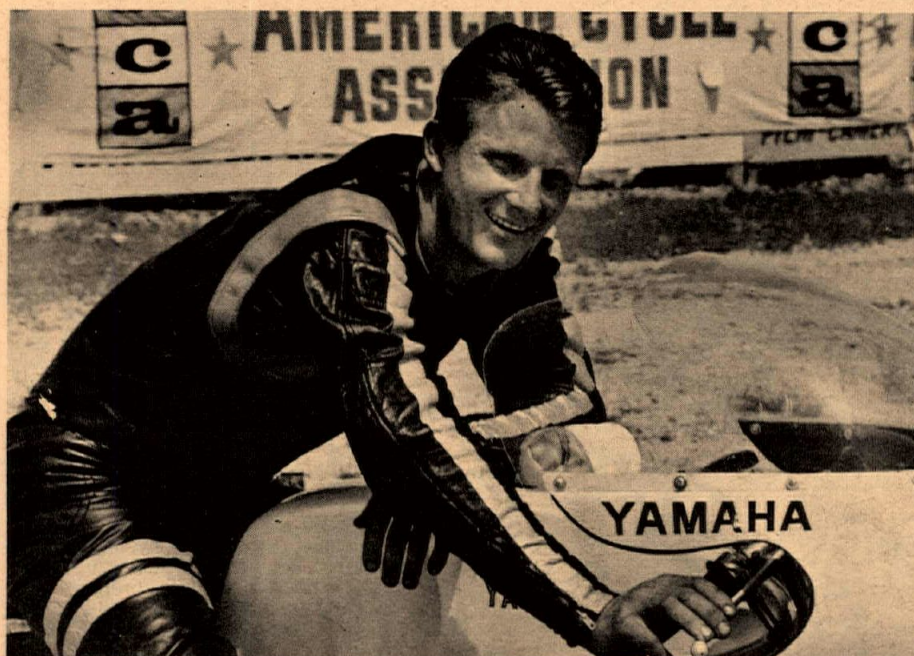
NEXT WEEK— Meet the Latin American Champion.



BAUMANN WHISTLES TO WILLOW VICTORY

Breaks 250cc Class Record

Never, at any one race meet, have so many records fallen in one day as at the ACA National held at Willow Springs May 7. The new record in the 250cc class was set by Art Baumann, from San Francisco, on a 250cc Yamaha with a time of 142.27. In hot pursuit, and several times in front of Art, was the number one rider from Northern California, Ron Grant, also Yamaha-mounted.



Art Baumann, new 250cc record holder at Willow Springs.

In the 125cc class, the old record fell to Steve McLaughlin on a 125cc class win and the over-all win for 125-175cc. First place in the 175cc went to G.R. Brown on a Montesa. Unlike Steve, Art set his record time in the qualifying heat race, but unfortunately had a mishap and fell while racing with Ron Grant in the Main Event. In a true sportsman-like manner, after Ron received the checkered flag, he went around the course, picked up Art and brought him back to the pit area on his road racer.

Buddy Parriott, on a Norton, captured the 500cc and Open class event. First place in the Open class went to Dale Alexander on a Harley-Davidson.

The lightweight production event over-all winner was Dave Damron on a new Suzuki, with his brother, Jim, finishing second over-all. This is the last time we'll have the opportunity to see Jim race for two years because he will be inducted into the Army on the 18th of May.

In the 100cc class, Ron Grant came back again to win first over-all on a little Yamaha. This is the first time we've seen Ron compete on such a lightweight machine, but he did very well. The 50cc classes I



Jim Deehan wails around Willow sweeper on 250cc production Kawasaki.

and II were won by Colin Jones and Paul Wilde, respectively. The 350cc class event over-all win went to Anthony Herbold on a Honda.

It was an excellent day for racing, and many of the riders felt the heat and the humidity contributed to the breaking of several records, as well as the over-all increase in the average speeds. Of course, we do not overlook the tremendous riding ability of the two gentlemen who broke the records.

(Results on page 16)



It looks impossible but Art Baumann is scraping his fairing while attempting to catch Ron Grant.

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SKIP DOWNS ASCOT TT FIELD

It took seven years but it looks like the "Flying Dutchman" has finally arrived.

Skip Van Leeuwen won the Saturday night Main Event in the once a month TT's at Ascot and also took over the point lead. This gives the Hollywood star two main event wins in three tries.

The action was hot and heavy in all classes with Van Leeuwen, Dan Haaby, Dick Hammer and Bob Bailey coming up as the four Expert heat race winners.

Van Leeuwen lost the Trophy Dash when Haaby and Hammer ran one-two with Skip third and Dave Palmer in fourth.

Haaby won three straight races the night before on the half-mile and then added the heat and 'dash in the TT's and was looking to become the first rider to ever score a clean sweep both nights.

Skip-From Start to Finish

It was not to be, however, as in the final it was Van Leeuwen from start to finish with early lap challenges from Palmer and Haaby. Dan went to the pits midway in the final with shifting problems and Palmer dropped back late in the race to settle for second.

Ascot champ Eddie Mulder had the hard way to go this time. He finished fourth in his heat race behind Hammer, Baker and Wirth. Eddie then won the Semi-Main before coming from the back of the pack in the final to run a close third behind Palmer.

Gene Romero knocked himself out of the action in the heat race. Caught jumping the starter, Gene started from the penalty line and tried too hard too soon. At the end of the front chute Gene did three endos but later walked off the track.

Amateur Action

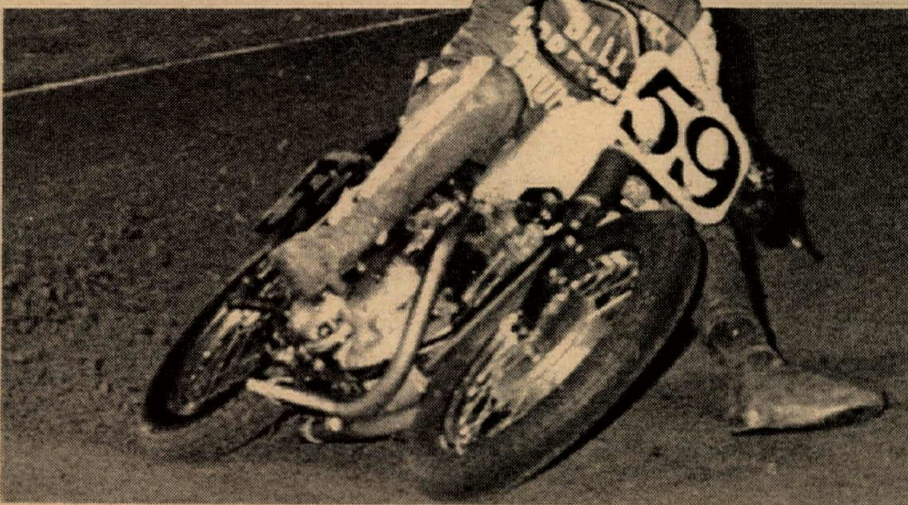
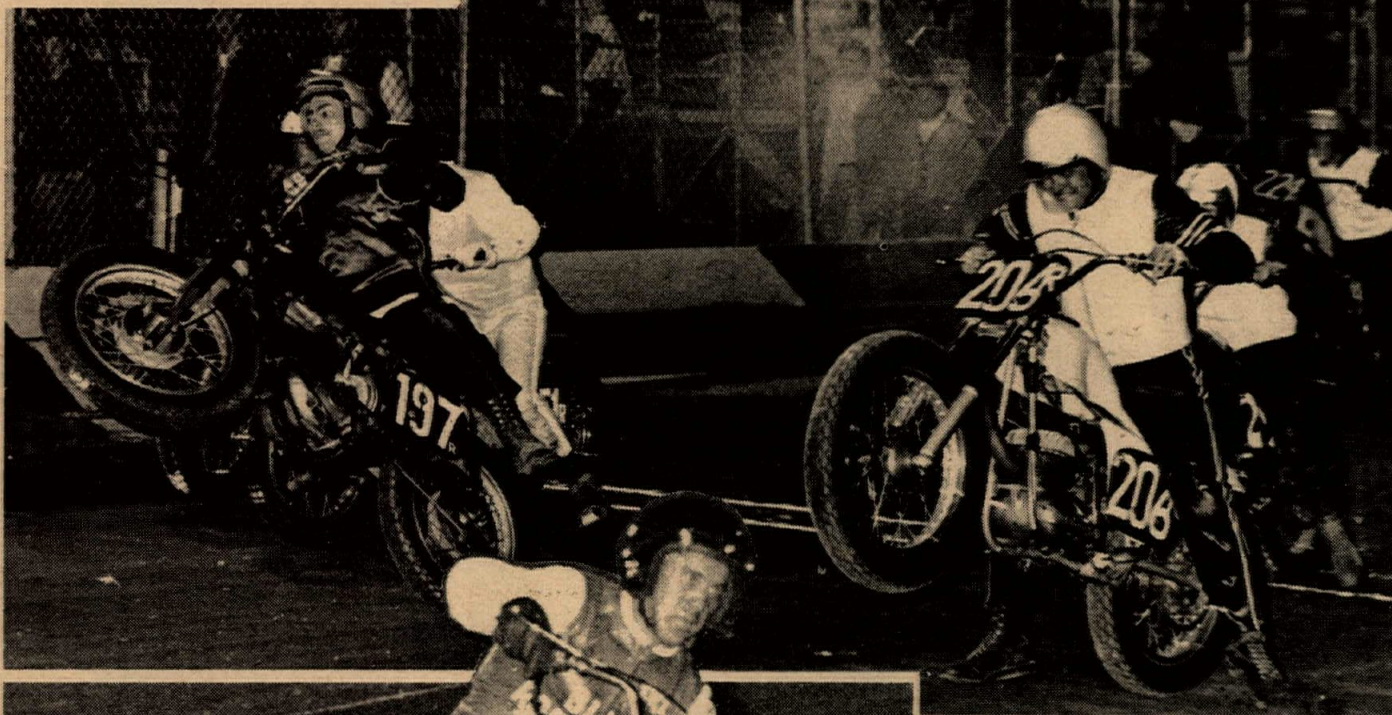
Jim Odom breezed through the Amateur class winning both the heat and the Main Event. Point leader Larry Wilburn chased Odom all the way in the final but it was a lost cause.

Jan Crawford, for the second night, gave the fans something to talk about. He again and again came from last to first in the heat race and Semi-Main. Missed turns and oversides kept eyes glued to Crawford before he finally settled down to finish ninth in the Main Event.

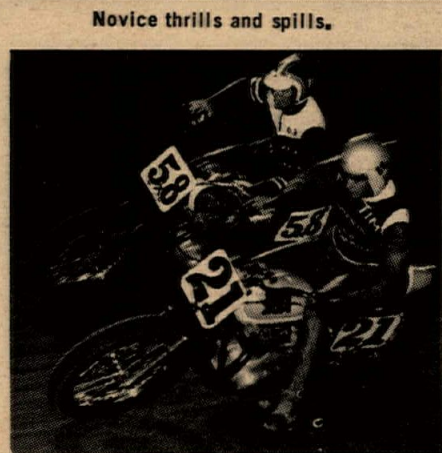
The Novice riders had their usual share of spills and crashes before Bill Cody came up as the winner. Don Hughes and point leader Danny Carlton duelled all the way for second with Hughes taking the spot.

The next Ascot TT runs the first Saturday night in June.

(Results on page 16)



If there is a better TT rider around than Skip Van Leeuwen he must be hiding in the boondocks.



Novice thrills and spills.

Dallas Baker and Tim Harris wheel to wheel.

Photos by Dennis Greene

BUDDY PARRIOTT

By Dick Kilgroe

Ask any road racer on the West Coast whom he considers the man to beat on any given track, and he will invariably reply, "Why Buddy Parriott, of course."

In this day of super-racers, we are generally inclined to conjure up images of young and single devil-may-care types such as Mike Hailwood, Gene Romero, Eric Dahlstrom and Art Baumann when we think of the "typical" motorcycle racer.

But rarely would we consider a 39-year old diabetic, or a father of nine children, or a civic leader for that category.

Yet Buddy Parriott is all three of these plus being just about the winningest road racer these shores have ever seen.

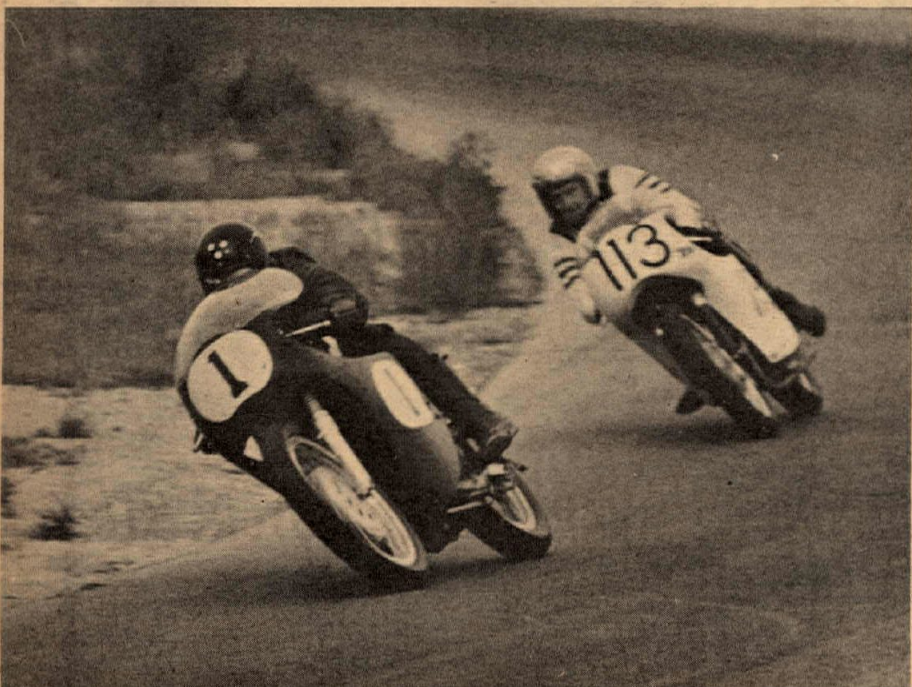
Old enough to be a member of the venerable Trailblazers, yet experienced and cunning enough to hold off the competition anytime he dons helmet and leathers, Buddy has been racing for 22 years now and has lost less than five races. During that time Buddy has taken only two spills.

Starting at age five, Buddy's first "ride" was a mini-bike made from an Indian four frame and powered by a Cleveland two-stroke engine, driving airplane tires. He later progressed to an Ariel single to learn the rudiments of dirt tracking. Buddy won his first race at Chattanooga in 1946 while in the Army. At his next TT race in Georgia, he suffered the first of his two spills. He fell off while leading and had to be carried home in a jeep.

From 1945 to 1955 he rode Triumphs tuned by A.J. Lewis and later switched to Hazen Bair-tuned Triumphs from 1955 to 1960. Like most other riders today,

Buddy owes a great deal of his success to his tuners. Buddy's have been the very best available, especially his present mechanical wizard Clarence Cysz. Riding a Cysz machine, Buddy placed second at the Daytona USMC in 1961, won the 1964 Sebring FIM race and was the outstanding U.S. rider at the FIM Daytona race that year. He was second in the 500cc class again in 1965 against the world's best road racers at the FIM world championship Daytona races and has been the number one AFM 500cc class champion as long as we can remember.

Buddy is one of the few racers we know who can manage to go racing in a manner enjoyed by his family of ten enthusiastic boosters. Buddy, who has served as councilman and vice-mayor of the City of Industry, provides the best all-around image of a gentleman-racer we know of. When we asked him how much longer he intended to keep racing, he replied "indefinitely."



Buddy Parriott, winner of the 500cc Main on a Norton, followed by second place man Ron Grant (BSA).



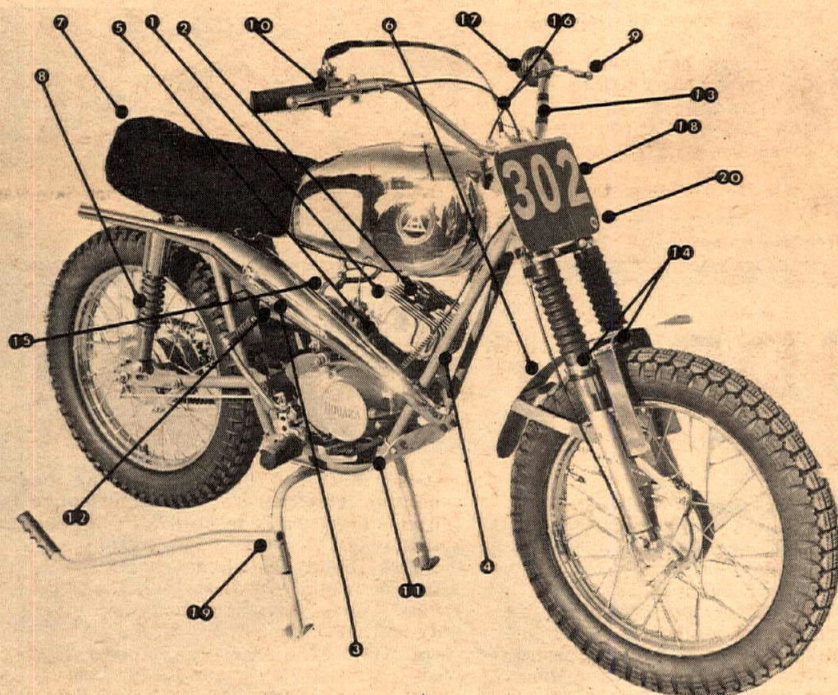
Buddy Parriott with his first motorcycle. Pictured at left is Buddy's father, Sam Parriott, who was an outstanding speedway rider during the pre-war years.



Comin' round the bend at San Jose's half-mile premiere are a group of Experts. Some found the outside groove more suited to their style, such as Al Gunter (3).

Photos & Story by Steve Griffith

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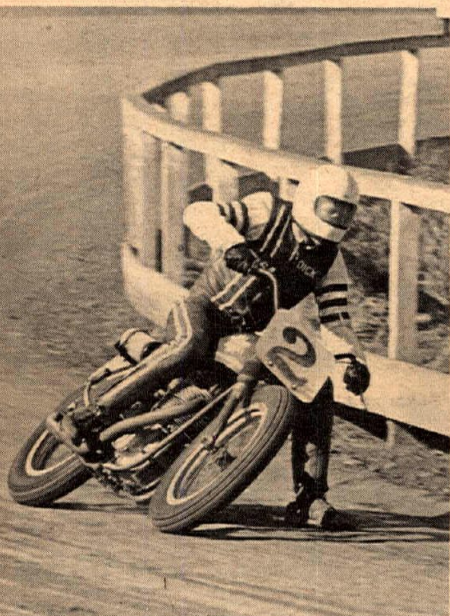
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Dick Mann and BSA on the way to victory.



Bill Jamison hustles to Novice heat race win.



Roger Goldthwaite (25z) and Alex Yerks from Minnesota (22j) had a ding dong battle for second in the Amateur Main.

3200 people were on hand to watch Northern California's first professional race of the '67 season. For a change the weather-man was smiling. With all the rain in Northern California the promoters were worried if the track would be dry enough to race on. As it turned out, the water truck got a slight workout. The track was in excellent shape. There was plenty of action and the show ran off without a hitch, with the exception of a break now and then for watering the course.

117 riders were on hand for the race, fifteen of them coming from out of State. Many of them were tired as they had come up from Tulare the night before but it didn't show it in the race which was as good a half mile as has been held anywhere. The riders were happy too, for the purse ran \$2071.

Word is that B. Barkhimer & H. Murrell will run six more races at the Fairgrounds in San Jose this summer, so watch CYCLE NEWS for the date. If this first race is any indication of the action

to come, it promises some of the finest racing action in Northern California at San Jose.

Dick Mann came out the big winner and made a clean sweep. He won his heat over Sid Carlson and Eddie Mulder. He then went on to win the Trophy Dash and Main Event. It looked like the BSA crew was out in force, for the first three places in the Expert Main were on BSAs.

The Amateurs were doing an excellent job, with Jim Ashmore taking the Main. The Trophy Dash was won by Alex Yerks from Minnesota. He also won his heat and was a likely man to take the Main. He held down third place and Rodger Goldthwaite took second spot.

The Novice program was as exciting as any we have seen. Bill Jamison won the Trophy Dash and was as happy a Novice as anyone has ever seen. Donald Harms took top spot in the Main Event with Bill Jamison hot on his rear wheel.

All together it was a good race meet, with good weather, a good crowd, and good racers.

(Results on page 16)



A bunch of trophy grubbers line up for judging of the best dressed what-ever-it-was.

2500 at Spring Tour

by Robert O. Fee

Photos by George Hays

A slow start at the 7th Annual City of Hope Spring Tour had the officials in a cold sweat most of Saturday morning, April 29th, at 29 Palms. A fast moving storm soaked the Los Angeles Basin Friday evening and evidently scared many riders into waiting until the last minute, before accepting the bright sunshine.

Check-ins picked up at 11 a.m. and when the gate closed, 567 paid entries had been registered. Many more riders and local citizens attended the event as spectators. During the drill and stunt performances, the crowd was estimated at 2500 riders and citizens.

After the riders checked in, they found the snack bar, manned by the Too Tireds M.C., selling hot coffee and do-nuts.

(Continued on page 11)



One of the events of the field meet was to spear the Whatchacallit as you ride by. The outrider paced the contestants to protect spectators from the "spear".



The men from Sun were on hand offering free engine tests.

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The parade went through the middle of town, then up the hill to the camp ground. Over 600 entered, and it took 15 minutes for them all to file by. An impressive sight.



The Victor McLaglen Drill Team does things on motorcycles, you wouldn't believe.



Mr. and Mrs. Whetnall, winners of the Sweepstakes: an expense paid weekend in Las Vegas.

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Snack bar sales of soda pop and hot dogs picked up during the afternoon and by the time the kitchen closed Sunday morning, the group had taken in \$343.00 for the City of Hope.

Parade

At high noon, Ross Cayer and the Silver Eagles marshalled the parade at the plaza in downtown 29 Palms and RRC Chairman Bob Adsit led the motorcycles south on Adobe Road to 29 Palms Highway, turning west for a mile and a half then north back to Knott's Sky Park. About 1500 local citizens followed the parade and cars lined the streets for two blocks in every direction around the park.

Skip Fordyce of Riverside provided his mobile mounted public address system for the parade announcements and the 29 Palms Van and Storage flatbed truck served as the reviewing platform. Pat McBride of San Valley donated his professional services as Master of Ceremonies. Joining him on the platform was 29 Palms High School Principal David Stine and Chamber of Commerce representatives Gene White and Bud Newberry. These gentlemen made the very difficult selection of the outstanding parade entry. Howard Eble of the Highway Kings M.C. spotted the parade units as they passed.

As soon as the parade had passed the reviewing stand, the announcers platform and sound system were hustled back to Sky Park and set up for the drill and stunt performances.

Drill Team

The Ace of Clubs Drill Team appeared first with all eleven members present. The captain, Vern Selby, led the group, wearing a freshly polished leg cast. He suffered a broken leg in a recent misjudgement during drill practice, but insisted on appearing for the City of Hope. The Aces were well practiced and, in spite of the very rough road surface, presented a smooth performance which drew much applause from an appreciative audience. Their maneuvers climaxed with the "Suicide Split" when Bill Mace hit a pot hole. With a motorcycle within two feet of either side of him and his bike aimed at the spectators only five feet away, he had no choice but to lay his machine down. Fortunately Bill was uninjured, although his paint and chrome pretty well had it. The machine was rideable though, and the Ace of Clubs immediately reformed and presented the Suicide Split the second time in all its glory.

"Big Daddy" Bill Miller emerged on the scene during the short intermission before the next act and was to play a major part during the rest of the rally. The spectators on the sidelines kept edging forward to the point that they were in danger of being struck by the performing cycles. "Big Daddy" commandeered a side hack and patrolled the sidelines, forcing the people back to a safer position.

McLaglen Corps

The Victor McLaglen Motor Corps thrilled both the local citizens and cyclists with their outstanding stunts on two wheels. The members of the corps presented stunts ranging from a single, no-hands slow circle to a pyramid of five riders on a base of three machines. Each "trick" was rewarded with waves of applause from the fascinated crowd.

The field events got underway immediately following the motor corps exhibition. Conducted by the Artesia Pioneers and Howard Eble of the Highway Kings, the events took up the rest of the afternoon. Field event winners were: Male Solo; Ronald Monroe, 1st; Harry Fisher and Don Stang. Female solo: Sandy Whitnole and Caroline Winfield. Dede Lewis took 1st passenger award. Dale Stoddard won the Sidecar award and Ted Winfield was the Field Events Sweepstakes winner.

For those who tired of watching field events, the U.S. Marine Corps showed combat movies from Vietnam. The corps also had a display of Redeye Missiles, a Tank and several smaller automatic weapons.

The Never Dull Polish Company exhibited their product to the riders and donated half of their gross sales to the City of Hope.

M.C. Diagnosis

The Los Angeles division of the Sun Corporation set up their test equipment and spent the entire day diagnosing motorcycle engines. The group assisted many riders with minor repairs to their machines and at least two not so minor jobs. One recipient of the Sun service, Ken Wesson of Temple City, said, "This is great. It's activities and features like this that make rallies more interesting. Why I would pay to have them here again". Steve Stephans, L.A. manager of Sun, reported that many of the riders wanted to pay them for the service.

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The merchandise tickets had been scheduled to be drawn every half hour during the day and the numbers be posted and good for an hour. However, the lack of the blackboard and communications that had been planned caused the breakdown of the plan and the later confusion. Many of the riders left Sky Park following dinner to partake of the dancing provided by the 29 Palms tavern owners. As a result, Big Daddy had to call over 200 ticket numbers to give away the forty gifts contributed by 29 Palms merchants and cycle manufacturers and dealers. Included in the merchandise were several helmets, a leather jacket, wool vests, chain oil, goggles, and tie-downs.

Mel Heininger of the City of Hope made the standard awards of appreciation to the local citizens and presented park director Bill Proctor to the riders. Proctor came from his sick bed against his doctor's orders to welcome the riders back to Sky Park. He congratulated them

on their behaviour and told them that of all the larger groups that used Sky Park, he would rather have and looked forward to the road riders and their annual Spring Tour.

Dress Competition

The Sunday morning activities got underway at 8 a.m. with the dress competition for clubs. The Silver Eagles took the award for the best dressed club and the Rebel Rousers won the Torch of Hope for being the largest club present.

Individual dress competition followed the clubs and the whole program went very smoothly under the aegis of "Big Daddy" Miller. In fact, the competition was complete 45 minutes ahead of schedule. Only one hiccup occurred during the morning's program. A tie developed between Bud Priest and Jim Blackmon in the Male Solo class. Referee J.M. Jones broke it by turning a task force of 9 judges loose on the machines. Led by "Doc" Wright, the group scoured the motorcycles and found a tiny nick on

Blackmon's mirror and an exposed wire near his tail lights. The Torch of Hope went to Bud Priest.

Trophies were awarded at 11 a.m. by Referee J.M. Jones after the winners had been posted the required 15 minutes. The Spring Tour Torch of Hope trophies are provided by the City of Hope, are unique in their design, copyrighted, and highly prized by those who have earned them.

Winners of the Dress Competition are: Couples; Aida and Rueben Landrum; domestic machine; Roberta and Ron Nadrasky; foreign bike female solo: Judy McCombs; foreign custom; Phyllis Clark; foreign stock; and Shirley Sentell, domestic modified stock. Male solo: Bud Priest; domestic custom; Delmar Hatley; domestic modified stock; Larry Brannen; domestic stock; Robert Carter; foreign stock; and Allan Baltazar, foreign modified stock.

A preliminary account indicates that the Spring Tour will net over \$3000 for the City of Hope National Medical Center.

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Cycle Magazine, March 1967

"Superfast acceleration through four long gears" ... "The big Beeza never runs out of go" ... "Will run virtually forever" ... "You will not break the BSA by cruising too fast" ... "The BSA lightning handles marvelously well" ... "scores high in terms of appearance" ... "Improved reliability and performance" ... IT LOOKS LIKE A VINTAGE YEAR FOR THE BIRMINGHAM BOMBERS."

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Below: Trail bike rider Bill Hawkins experiences rough going. The Suzuki-riding Novice finished fifth in class.

Above: Big bore riders head for 72 miles of tules at the start of the Kern County Trailblazers Hare Scrambles. front wheel up in the air is Triumph-mounted Terry Davis, winner of the 500cc Amateur class.



Above: Cal Bottum, second overall, descends steep hill — flat out! Below: The desert triumvirate. Pictured are Harry Wilson and Cal Bottum, first and second place in the Open class, and Jack Lambert, first 250.



THE FIRST TIME HAS CHARMS

by Stan Coffee

Although I have reported a couple of hare scrambles in the past, I had never actually been a competitor until I entered the Bakersfield Cycliers Hare Scrambles. I figured that hare scrambles were for the old men, the ex-scramblers who have lost their reflexes and charger instinct and the guys who want to do a little fast cow trailing. Oh sure, I knew that some of the top desert boys went near flat-out all the way, but they were the exception rather than the rule. Man, was I out of line!

Photos by Stan Coffee

As I stood straddling the front tire of my Rickman Metisse (250 variety), awaiting the signal which would send us off on a seventy-five mile jaunt through the Kern hills, I looked up and down the long line of scooters beside me. The majority of them had big, nasty looking knobbies or a set of trials universals and I began to have some doubts about my K-70's. Most of the riders wore goggles instead of visors — more doubts (I thought visors were the only way to fly). Why didn't they wear them? I noticed a lot of sweat shirts or sleeves instead of full leather jackets. I checked the weather and it didn't look like it was going to be that hot.

Drag To First Turn

Before I had time for more observations, the gun sounded. My God, what do I do now? I leaped on the bike and stabbed the life into my engine. One jab and it fired. I dumped it in gear and began the drag to the first turn. First turn? That smoke bomb was three miles away! I stayed with the pack for a while, tried to pick my way through the chuck holes, tried to go fast, and attempted to point in the general direction of those burning tires. It was impossible! I glanced around and noticed no one else seemed to be slowing down or showing the signs of confusion I felt. I dropped in behind a Triumph rider who seemed to know what he was doing and thought I would follow. No chance pal, this guy must have unscrewed his head when he left the line. When he pulled out a little, I told myself I would just follow his dust. Would you believe he was going so much faster than I was, his dust was out of sight before I could get settled?

As we hit the smoke bomb, I made a quick count and estimated my position to about tenth overall. We dropped into a narrow ravine and started a long, winding descent into a sandy canyon. As I came out onto the sand I remembered to get up on top as quickly as possible and not too many riders passed me. We came up a steep hill to a skyline ridge and toured along in fourth for a couple of miles and then dropped back into the sandy area. The trail leading down was strictly the lock-em-up and creep down type. At least I thought it was until Al Hillan (whom I had seen stopped along the course a mile or so back fixing something) came by me on the rear tire going like hell. I figured "Why not?" and released the binders. To this day I am not sure how I made it down there and got stopped for the first check. After the check, things weren't too bad. We crossed over some pretty steep hills and then hit some good dirt road. I had a couple of chances to ease off and relax.

As I neared the home check, my front fender came loose and I stopped for a quick removal. I was told I was fourteenth overall. How or why I don't know. I thought hundreds of riders had passed me. As I departed on the second lap it dawned on me that I had just gone fifteen miles. I made up my mind I was going to finish the next four loops and that no one was going to pass me. Things didn't quite turn out that way.

A Windshield?

As I ran along the skyline road, I glanced far ahead of me and noticed a rider. I mentally made a note to gobble him up and set sail. I was gaining on him. He was mine. Move over leaders here I come. As I roared past the bike, my peripheral vision caught the glint of his windshield. WINDSHIELD? I turned around and looked — headlight, taillight license plate, full fenders. I stopped, he stopped. "What are you doing over here?" he asked. "The course left the road about a mile back." I thanked him and turned around, venting my aggression by trying to throw some dirt on the poor guy. I got lost.

As I neared the proper turnoff I noticed three or four bikes dropping off of the road in a pack. I hurried to catch up. I figured if they got lost, we could cry on each others shoulders during the post race bench session. Luckily, they had no problems remaining on the course. I hung behind them for the remaining loops. I did a lot of wishing the last couple of rounds. I wished I had a pair of those goggles to keep the rocks and dirt out of my eyes. I wished for a set of tires with just a shade more bite, but, most of all, I wanted to get rid of that damnable hot, leather jacket.

At the end of it all a friend asked me how I liked hare scrambles. I didn't hear him, I was busy checking the schedule to find out where the next one was going to be held.

I must apologize for not telling the story of the fast guys. All I can offer is the results. I was tied up that day.

(Results on page 16)



Cycle News desert correspondent Stan Coffee (79f) gets ready to nail unsuspecting big bike rider.

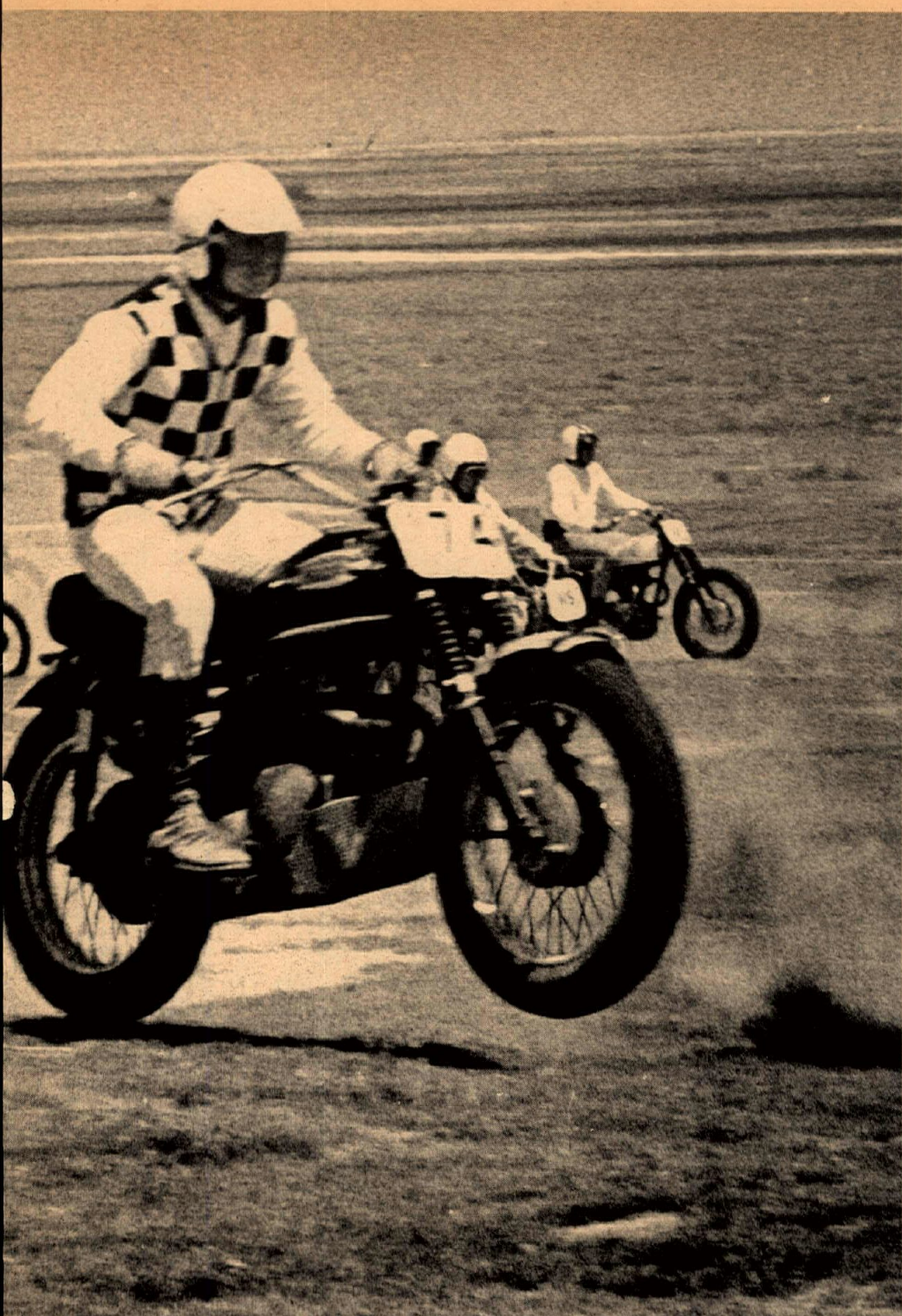
WILSON WINS

The Kern County Trailblazers advertised their hare scrambles as ninety-nine and forty-four one hundredths percent pure fun and it proved to be just that. The course wasn't easy by any means, but fun it was. It had good long sand washes, short hills, steep hills, flat-out roads, the whole ball of wax.

Harry Wilson led the chase from the start and he never seemed to cool it. Cal Bottom settled into second a short ways back, just ahead of Jack Lambert, the first 250. Doug Wilson was strung out a little farther back, ahead of 500cc Novice Jack Monger.

Although there were only fifty entrants, none lacked enthusiasm. When the banner dropped, the field seemed to forget it had seventy-two miles to go. The course marking was excellent and it was impossible to get lost. Each turn or change in direction was marked with a red arrow and danger signs were easily read. The last three or four miles were almost all sandwash and the big bikes really started to widen the gap. By the end of the second loop the final results were pretty much established. It was just a matter of who would fall out with mechanical trouble. Wilson kept going strong all the way and breezed in to take the win. Fifty-five year old Joe Krugh rode a new 100cc Bridgestone to victory in the trail bike class, ahead of Hodaka-mounted Martin Mitchell.

(Results on page 16)



he lead, with

Rough and ready Harry Wilson, winner of the big bike class of both hare scrambles. Triumph sports Ceriani fork which gives much needed travel for bumpy terrain.



n left to right





Above: Keith Mashburn takes to the air during Sweepstakes. Right: The same rider with everything under control.



Mashburn Bombs Trojan

Photos by Mike Mason

Scrambler Keith Mashburn and oval ace Rick Woods met for the first time at AMA sportsman short track at Trojan Speedway in South Gate last Tuesday night.

The two riders each won their heat races, along with Lee Stumpenhous and this set the battle lines for the Main Event and Sweepstakes handicap final.

It was Mashburn's first try at oval racing and he made it a good one by clocking the fastest 250cc class heat win, but it came the hard way. Mashburn found himself broadside on one turn and had the choice of hitting the wall at full throttle or bailing off the back end. He wisely chose the latter and after unbending the machine was again underway and onto his first speedway win.

Veteran lightweight racer Woods took the lead right away in the ten lap final with Mashburn dogging his rear wheel. With two laps to go, Mashburn shot to the inside and took over to win.

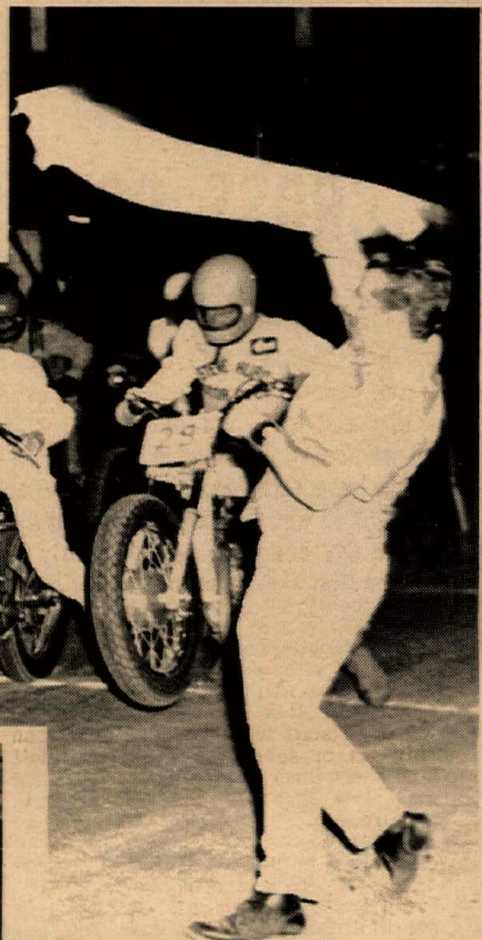
Marty Endless showed up for the first time in the every Tuesday night events and upset opening night winner, Tom Warren, in the 200cc class. Marty and Tom each won their respective heat races before Endless came back in the final to record his first oval win at Trojan Speedway.

Keeping his undefeated record intact was Steve McMahan in the 100cc class. For the second straight week, this fine prospect for the professional ranks won his heat race and Main Event. He then came back in the Sweepstakes race to

upset the larger machines and go on for the overall win.

The Sweepstakes, which is fast becoming one of the best events in the Southland, pits the top three from every class Main Event against each other in a handicap system that finds the smaller machines in front of the larger 200's and 250's.

Mashburn broadsided and bombed his way from last place all the way to third before going lock to lock on the front straightaway in the late laps. Keith was tossed high into the air and landed in the infield. He was only shaken up and



watched the rest of the race as McMahan went on for the win.

The Playboys host sportsman short tracking every Tuesday night and sportsman lightweight TT events every Thursday night at Trojan Speedway, located just off the Long Beach Freeway at Firestone Blvd. Pits open at 6:00 p.m. both nights with racing at 8:15 p.m. (Results on page 16)



Full lock slide by oval ace Rick Woods.

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Elsinore TT May 6

100cc Expert Class

- 1st R. BURKERT - Hod.
- 2nd M. CARVER - Hod.
- 3rd S. NICHOLS - Hod.

Ft. Sutter 31st Annual
Cross Country - April 30

90cc Amateur Class

- 1st RICK WHITEACRE - Hod.
- 2nd GARY COLLARD - Hod.

ACA Moto Cross April 30

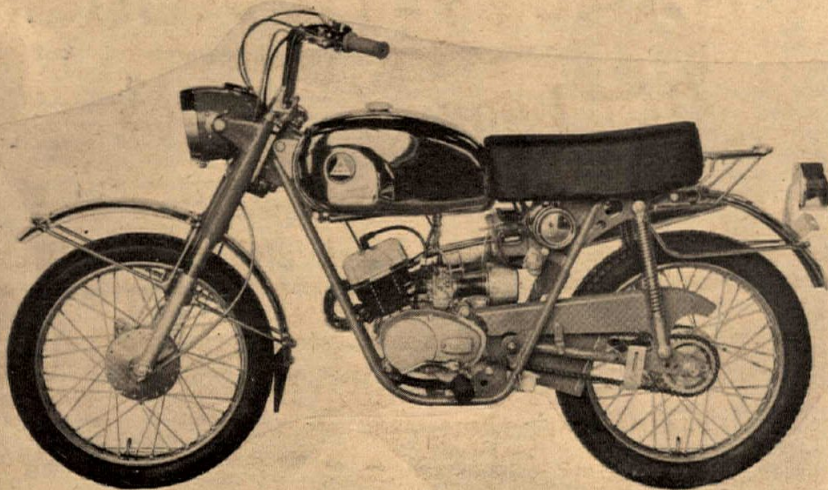
100cc Amateur/Expert

- 1st GARY BAILEY - Hod.
- 2nd TIM MORRISON - Hod.
- 3rd JACK PERRIN - Hod.

Tiny Bear Run May 7

120cc Class

- 1st ROGER TWEDELL - Hod.
- 2nd GARY BAILEY - Hod.
- 3rd E. SCHEIDLER - Hod.



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Fort Sutter 31st
Annual Cross Country Run
April 30, 1967

— 500cc Am. & Ex. —

1st Jim Saitone Maico

2nd Mel Grisel — BSA

3rd Stan Stanton — Tri

Pinehurst, Idaho Hare Scrambles
April 23, 1967

— Open Class —

1st Chuck Hardin 360cc
Maico

2nd Ben Walters — 650 Tri

3rd Gary Mathews — 440 BSA

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Chuck Hardin



Rider crosses infamous mudhole.



Gene Saitone slides 360 Maico to second place in the 500cc Am-Ex. Main.



Rick Whiteacre, the 90cc Amateur winner.

CROSS COUNTRY A SMASH

Story & Photos by Dale McKinnon

The sun was out and the weather near perfection as the Ft. Sutter MC put on their annual Cross Country race. Several hundred spectators showed up to watch over a hundred riders compete in the trying and muddy event. There was a big mud hole just before the jump and then a fairly long straightaway, a slight turn to the right, a hard one to the left and through several mud patches, a few more turns and then the mud hole again. As usual there were riders who thought it was too rough and others considered it too tame but toward the end of the day everyone seemed pretty happy with the race.

The first event was the Powder Puff. Since there were only two riders entered they rode a four lap exhibition race. Debbie Jacklin won, neither of the girls had any trouble with the mud.

The next four heats were for 100cc bikes with Rick Whiteacre showing the way from start to finish. The heats had only six or seven riders and it didn't take them long to stretch out after the first turn. The one coming out first, usually won.

There were three heats in the 250cc class and in the second heat several riders got into a kind of hurry and went down. So they had a restart and everyone got off alright the second time. The first real excitement was in the 250 Amateur-Expert heat. Jacklin jumped out front and led all the way until the next to last lap, when he lost it after the jump and had to settle for last place. It just wasn't his day because he didn't do well in the Main either.

Gene Saitone had a fairly rough time in his 250cc Amateur-Expert heat but came through with flying colors. The



Jacklin decided to battle for the other positions. Jacklin dropped out of contention early however and Saitone and Russell were wheel to wheel for several laps. Finally Saitone got by and had his work cut out for him in trying to catch Hanstein, who had a pretty good lead in second. But Saitone wasn't to be denied and he caught him, almost passed him, and lost by the width of a tire at the finish. They were even coming over the jump and finished that way. This was the closest and best fought race of the day.

In the 350 Main there were five Hondas and they stayed so close together it seemed like they were playing follow the leader with Mike Whiteside.

In the 500 Main three BSA's jumped out in front but Tom Murphy, on a Matchless, came up to do battle and emerged the victor. It was a nice, fast race all the way.

Gene Saitone took a quick lead in the 500 Am-Ex Main with Mel Grisel and Stan Stanton right behind. Mel tried to get him several times but that 360 Maico was just too much for the BSA. It seems the Maico is more than a match for the 500 on a fairly short and rough course. He had bad luck in the 250 race but wasn't worried in this event.

In the 650 Main Kreeger took off like his tail was on fire and it looked like he would win hands down but he developed some kind of trouble and pulled off the track. That left Bob Robertson and Ashley Jeffery to do battle for first and that they did. Bob led for awhile with Jeffery right on his tail but on the last lap Jeffery slipped by to lead the rest of the way.

All in all it was an interesting and entertaining day. All the races were good, it was kind of surprising there weren't more spills in the mud holes because last year hardly anyone made it through without falling down at least once.

(Results on page 16)

Best Race

The best race of the day was in the 250 Am-Ex Main. It started with a four-way battle for first then Tim Fitzgerald stretched his lead to finish unmolested. But Hanstein, Russell, Saitone, and

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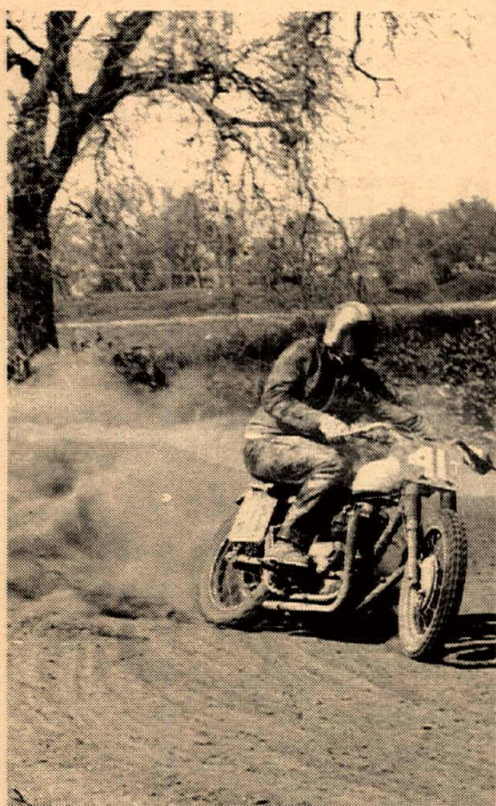
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rest of the heats were run off smoothly as usual, except that the intermission was a little long.

ELSINORE TT
May 6, 1967

100cc NOVICE	
1. J. Meriscal	Hon
2. S. Nichols	Hod
3. B. Nosbusch	Hod

200cc NOVICE MOTO	
1. G. Mazon	Bul
2. N. Benton	Tri
3. B. Love	Tri

250cc NOVICE	
1. K. Thompson	Suz
2. O. Wells	Bul
3. T. Howe	H-D

350-500cc NOVICE	
1. H. McConnell	BSA
2. K. McKenzie	Gre
3. N. Winston	CZ

OPEN NOVICE	
1. J. Foxe	Tri
2. T. Simpson	Tri
3. B. Kazulis	Tri

100cc EXPERT	
1. R. Burkert	Hod
2. M. Carver	Hod
3. S. Nichols	Hod

200-250cc EXPERT	
1. C. Hatcher	Bul
2. R. Schull	Bul
3. P. Coberly	Bul

500cc EXPERT	
1. C. Cargo	BSA
2. J. Foxe	Tri
3. R. Marquis	Hon

OPEN EXPERT	
1. J. Foxe	Tri
2. C. Cargo	BSA
3. M. Harper	BSA

Results by Don Wallen

FORT SUTTER 31st
ANNUAL CROSS-COUNTRY RUN
April 30, 1967

100cc NOVICE	
1. Ralph Keys	Hon
2. Ron Smith	Bul
3. Rick Smith	Hod
4. Ken Smith	Hod

90cc AMATEUR	
1. Rick Whiteacre	Hod
2. Gary Collard	Hod
3. Mark Turula	Suz

250cc NOVICE	
1. Richard Dashed	Bul
2. Ted Bailey	Cot
3. Chris Williams	CZ

250cc AMATEUR	
1. Tim Fitzgerald	Bul
2. Robert Hanstein	CZ
3. Jim Saitone	Bul

200cc NOVICE	
1. Eric Jorgenson	Oss
2. Bill Dawson	Tri
3. Joe Ball	Bul

350cc NOVICE	
1. Mike Whiteside	Hon
2. Ron Davies	Hon
3. Claude Taylor	Hon

500cc NOVICE	
1. Tom Murphy	Mat
2. Howard Sutton	BSA
3. Jim McClinton	BSA

500cc AM-EX.	
1. Jim Saitone	Mai
2. Mel Grisel	BSA
3. Stan Stanton	Tri

650cc NOV-AM.	
1. Ashley Jeffery	Tri
2. Bob Robertson	BSA
3. Nate Topolar	Tri

Results by Dale McKimmon

K.C. TRAILBLAZERS HARE
April 30, 1967 **SCRAMBLES**

1. Harry Wilson	650 Ex	Tri
2. Cal Bottom	750 Ex	Nor
3. Jack Lambert	250 Ex	Bul
4. Doug Wilson	650 Ex	Tri
5. Jack Monger	500 Nov	Tri
6. Terry Davis	500 Am	Tri
7. Dwayne Shockley	200 Am	Bul
8. Richard Pereira	200 Nov	Bul
9. Charles Hermansen	250 Nov	Gre
10. Gary Westergard	250 Nov	Bul
11. Charles Wilson	650 Nov	Tri
12. Mike Smith	?	?
13. Gordon Mathieu	500 Nov	AJS
14. G.D. Bailey	350 Nov	Hon
15. Robert Whitner	650 Nov	Tri

**RESULTS****TROJAN SPEEDWAY SHORT TRACK**

100cc CLASS FINAL	
1. Steve McMahan	Yam
2. Don Dudek	Hon
3. Paul Wilde	Yam
4. Jim Raymond	Hon
5. Vince Graves	Hod

200cc CLASS FINAL	
1. Marty Endless	Hon
2. Tom Warren	Bul
3. Jim Paulnott	Bul
4. Bill Bartels	Bul
5. Carrol Skov	Bul

250cc CLASS FINAL	
1. Keith Mashburn	Gre
2. Rick Woods	Duc
3. L. Stumpenhous	Dot
4. Gene Cannaday	Duc
5. Ted Yoder	H-D

ASCOT HALF MILE

15 LAP EXPERT FINAL	
1. Dan Haaby	BSA
2. Mel Lacher	H-D
3. Sammy Tanner	BSA
4. Gene Romero	Tri
5. Dick Hammer	Tri
6. Pat Gosch	Tri
7. Mert Lawwill	H-D
8. Shorty Seabourne	BSA
9. Chuck Jones	BSA
10. John Bradford	BSA

10 LAP AMATEUR FINAL	
1. Marty MacDonald	H-D
2. Phil Todd	H-D
3. Jan Crawford	BSA
4. Ted Yoder	Enf
5. Don Dobbins	Enf
6. John Fry	BSA
7. Jim Ashmore	H-D
8. Carl Patrick	Tri

8 LAP NOVICE FINAL	
1. Dave Smith	H-D
2. Rick Woods	Suz
3. Steve Pederson	Mon
4. Rick Ellisarranas	Suz
5. Lee Wheeler	Mon
6. Rick Durkee	Bul
7. Jerry Peters	Yam
8. Bill Cody	Hon
9. Reg Chosney	H-D
10. Jim Lesley	H-D

ASCOT PARK T.T.

15 LAP EXPERT FINAL	
1. Skip Van Leeuwen	Tri
2. Dave Palmer	Nor
3. Eddie Mulder	Tri
4. Clyde Litch	Nor
5. Mert Lawwill	H-D
6. Cal Rayborn	H-D
7. Rich Thorwaldson	Tri
8. Bob Bailey	Tri
9. Dick Hammer	Tri
10. Swede Savage	Tri
11. Dan Haaby	BSA
12. Dallas Baker	BSA

10 LAP AMATEUR FINAL	
1. Jim Odom	Tri
2. Larry Wilburn	Tri
3. Gene Cannaday	Tri
4. Mike Lithcum	Tri
5. Ken Weakly	BSA
6. Lloyd Houchins	BSA
7. Monte Dennett	Tri
8. John Sprague	Tri
9. Jan Crawford	Tri
10. Mike Van Acker	Tri
11. Geo. Striber	Tri
12. Dick Mercier	Tri

8 LAP NOVICE TT FINAL	
1. Bill Cody	Bul
2. Don Hughes	Bul
3. Dan Carlton	Gre
4. Jim Peterson	BSA
5. Terry Donaher	Bul
6. Rick Durkee	Bul
7. Bob Ferro	Bul
8. Frank Roseberry	Duc
9. Geo. Omo	Mon
10. Midge Griffith	Duc
11. Bill McDowell	Bul
12. Rick Blake	Bul

HALF-MILE FLAT TRACK
San Jose, April 30, 1967

NOVICE MAIN EVENT	
1. Donald Harms	H-D
2. Bill Jamison	Suz
3. Tony Williams	Bul

AMATEUR SEMI-MAIN	
1. John Fry	?
2. Mike Yam	Tri
3. Dee Genung	H-D

AMATEUR MAIN EVENT

1. Jim Ashmore	?
2. Rodger Goldthwaite	?
3. Alex Yerkes	?

EXPERT SEMI-MAIN

1. Larry Earhart	H-D
2. Joe Kolcow	H-D
3. Sam Satterley	H-D

EXPERT MAIN EVENT

1. Dick Mann	BSA
2. Roland Seaborn	BSA
3. Sid Carlson	BSA

ACA NATIONAL ROAD RACE
Willow Springs, May 7, 1967

50cc CLASS I	
Colin Jones, S. Pasadena	Hon
Skip Talbot, Oceanside	Suz
Tony Nicosia, Azusa	Hon

50cc CLASS II	
Paul Wilde, Long Beach	Yam
David Jones, Santa Barbara	Toh
Sid Chambers, Long Beach	Mon

100cc CLASS	
Ron Grant, San Francisco	Yam
Val Howard, Topanga	Yam
Scott Gerhardt, Torrance	Yam

125cc CLASS	
Steve McLaughlin, Covina	Hon
Buddy Parriott, La Puente	Bul
Bruce Shaw, Glendale	Hon

175cc CLASS	
G.R. Brown, El Monte	Mon
Fred Muhlberg, San Francisco	Hon
Dave Allee, Inglewood	Hon

250cc CLASS	
Ron Grant, San Francisco	Yam
James Deehan, No. Hollywood	Kaw
Steve McLaughlin, Covina	Kaw

350cc CLASS	
Anthony Herbold, Piedmont	Hon
Fred Muhlberg, S. Francisco	Hon
Dave Allee, Inglewood	Hon

500cc CLASS	
Buddy Parriott, La Puente	Nor
Ron Grant, San Francisco	BSA
Phil Makanna, Clayton	Nor

OPEN CLASS	
Dale Alexander, Woodlnd Hlls	H-D
J.D. Williams, Santa Monica	Nor
Bill Holst, La Mirada	BSA

LT. PROD.	
50cc CLASS	
Sid Chambers, Long Beach	Mon
Lawrence Singer, Torrance	Mon
Bill Giles, Lynwood	Ital

100cc CLASS	
Roger Baeder, Oceanside	Kaw
Jeff Pasternak, Los Angeles	Yam
Stephen McDermott, Montbello	Yam

125cc CLASS	
Myron Tracy, Bellflower	Hon

175cc CLASS	
Frank Smith, Oceanside	Kaw
Frank Fulleylove, Montebello	Hon
Gary Snyder, Glendale	Oss

200cc CLASS	
David Damron, S. Bernardino	Suz
Jim Damron, San Bernardino	Suz
Alan Spears, San Bernardino	Bul

HEAVY PROD.	
250cc CLASS	
James Deehan, No. Hollywood	Kaw
Jon Graber, Los Angeles	Bul
David Damron, San Bernardino	Suz

350cc CLASS	
Ron Grant, San Francisco	Yam
Steve Hurd, Montebello	Kaw
Robert Sharp, Imperial Beach	Yam

TINY BEAR RESULTS
Cajon Pass, May 7, 1967

50cc CLASS	
1. Walter Sharp	Hon
2. D. Eslon	Hon

60-85cc CLASS	
1. Ed Steffin	Yam
2. G. Poulin	Yam
3. C. Young	Yam

86-120cc CLASS	
1. Roger Twedell	Hod
2. Gary Bailey	Hod
3. E. Scheidler	Hod

HARE SCRAMBLES
Cyclier's M/C Club of Bakersfield**SWEEPSTAKE WINNER:**

1. 500cc L. Bergquist, Duarte	BSA
2. 750cc C. Bottom, Coalinga	Nor
3. 250cc J. Ogle, Shafter	Bul
4. 650cc D. Thompson, Coalinga	Tri
5. 250cc G. Walker, Santa Bar.	Bul
6. 250cc G. Griffin, Monrovia	Bul
7. 650cc G. Preston, W.Covina	Tri
8. 650cc D. Hatcher, Coalinga	Tri
9. 500cc B. Flint, Coalinga	Tri
10. 650cc M. Thompson, Coalinga	Tri
11. 650cc J. Dooley, Fresno	Tri
12. 200cc R. Pereira, Tulare	Bul
13. 200cc D. Shockley, Visalia	Bul
14. 337cc B. Bryant, Bakersfld	Hon
15. 650cc W. Monson, Fresno	Tri
16. 500cc R.M. Smith, Fresno	Tri
17. 650cc F. Reva, Duarte	BSA
18. 250cc S. Coffee, Inglewood	Ric
19. 250cc G. Brown, Lindsay	BSA
20. 441cc W. Bateman, S.L.O.	BSA
21. 250cc J. Perry, Visalia	Bul
22. 650cc N. Enderle, Baksfld	Tri
23. 160cc F. Tyree, Bakersfield	Hon
24. 200cc J. Block, Bakersfield	Tri
25. 350cc B. Bershauer, S.L.O.	BSA
26. 650cc L. Fairbanks, Baksfld	Tri
27. 160cc T. Cox, Bakersfield	Hon
28. 350cc B. Enningo, S.L.O.	BSA

SMALL BIKES

1. 100cc J. Bramlet, McKittrick	Bul
2. 100cc F. Gregory, Visalia	Bul
3. 90cc M. Spurlock, Hanford	Hon
4. 90cc B. Hodge, Tulare	Hon
5. 90cc G. Monger, Tulare	Van
6. 118cc J. Amato, S.L.Obispo	Suz
7. 90cc L. Reed, Tipton	Hon
8. 90cc D. Houser, S. Barb.	Hon
9. 100cc D. Lockwood, Visalia	Yah
10. 90cc J. Sisson, Tulare	Hon

ACA MOTO CROSS
Sunday, April 30, 1967

100cc AMATEUR	
1. Gary Bailey	Hod
2. Tim Morrison	Hod
3. Jack Perrin	Hod
4. Don Bevans	Yam
5. Robert Callahan	Hon

175cc AMATEUR	
1. Gary Snider	Oss

200cc AMATEUR	
1. Gary Ward	Bul
2. Fred Heffner	Tri

250cc AMATEUR	
1. Gary Bailey	Gre
2. Don Shore	Gre
3. Ron Jones	Gre
4. Stanley Phillips	Gre
5. Jimmy Stein	Gre

350cc AMATEUR	
1. Bob McCarthy	Hon
2. John Maynard	Hon
3. Dennis Jackson	BSA

500cc AMATEUR	
1. Tim Hart	CZ
2. Rickie Shirey	Tri
3. Jerry Jeffrey	Mat
4. John Martin	Mat
5. Irish Cobb	Mat

OPEN AMATEUR	
1. John Bedford	Tri
2. Robert Troiano	Tri
3. Tony Larson	Tri
4. John Wilkes	Met
5. Lyle Taylor	Tri

250cc SILVER CUP	
1. Gary Conrad	Gre
2. Malcolm Smith	Hus
3. Keith Mashburn	Gre
4. Max Switzer	Gre
5. Ray McCarty	Hus

500cc SILVER CUP	
1. Walt Axthelm	CZ
2. Max Switzer	CZ
3. Preston Petty	Mai
4. Neil Winston	CZ

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IRWINDALE DRAG RESULTS May 6, 1967

TOP FUEL: McEvoy & Martinez	Tri	10.03-153.32
SUPER BIKE: Tony Dodge	Tri	11.60-124.65
COMP. FUEL: Al Gonzenbach	Hon	12.52-108.46
TOP GAS: Nira Johnson	Tri	11.83-113.96
JR. GAS: Bob Braveman	Yam	12.62-105.69
TOP STREET: Bruce Miller	H-D	12.48-107.14
JR. STREET: Harry Couch	Tri	13.68-95.54
A/ST: Bruce Miller	H-D	12.48-107.14
B/ST: Dick Strickland	BSA	12.85-103.85
C/ST: Harry Couch	Tri	13.68-95.54
D/STOCK ST: George Priest	Hon	13.43-99.55
D/MOD. ST: Jack Murphy	Suz	13.43-99.55
E/ST: Rod Knox	Hon	15.39-85.17
F/ST: James DeWinter	Hon	17.49-70.64
B/GAS: Nira Johnson	Tri	11.83-113.96
D/GAS: Bob Braveman	Yam	12.62-105.69
E/GAS: Steve Rowles	Suz	12.81-101.96

LIONS DRAG RESULTS May 7, 1967

TOP STREET: Bruce Miller	H-D	12.24-110.11
TOP GAS: Bob Braveman	Yam	12.27-108.17
PURE STOCK:		
A - Leonard Hyder	H-D	15.24-86.12
B - George Meyer	BSA	13.69-96.25
D - Bob McDonald	Hon	18.26-70.41
F - Tom Litch	Suz	21.45-58.25
MOD. STREET:		
A - Bruce Miller	H-D	12.24-110.11
B - Dick Strickland	BSA	12.75-104.89
C - Harry Couch	Tri	13.56-95.54
D - Augutes Psarichtia	Hon	15.33-84.15
E - Rowles	Suz	13.45-96.15
F - Terry Ruyler	Yam	17.35-72.00
GAS:		
A - Warren Murphy	H-D	12.29-105.00
D - Bob Braveman	Yam	12.27-108.17

7TH ANNUAL SHAMROCK ENDURO April 2, 1967 - Official Results

Fin- ish Posi- tion	NAME	Rid- ing Num- ber	Machine	Club	Point Loss	Class Position	Dist. Number
*1	NORM JONES	28-B	Tri 40	OCMC	5	Sweepstakes	
*2	KEN LOCKE	28-A	Tri 40	OCMC	5	1st A HWT	
*3	WILLY TAYLOR	22-C	BSA 500	Dyna- mites	10	2nd A HWT	
*4	MAX BUBECK	32-B	HUD 90	--	12	1st A LTWT	
*5	MIKE PATRICK	26-A	NORT 45	SGVMC	13	3rd A HWT	
*6	DICK SMITH	50-C	GRVS 250	PASA- DENA	14	2nd A LTWT	
*7	EDDIE DAY	50-A	TRI 40	--	14	4th A HWT	
*8	D. WAGNER	66	BSA 21	--	14	1st B HWT	
*9	BUD HOWSEMAN	32-A	NORT 45	--	15	5th A HWT	
*10	BILL KELLY	14-B	HON 337	--	17	6th A HWT	
*11	BUD GOOSSEN	33-B	BUL 250	PROSPEC.	18	3rd A LTWT	
*12	BOB EDWARDS	91-A	GRVS 250	--	19	1st B LTWT	
13	DICK KOUNS	23-A	BSA 500	J. RABBS.	20	7th A HWT	
14	DOC BRYCE	12-B	TRI 500	SGVMC	21	8th A HWT	
15	GEORGE NICHOLS	14-C	MATCH 500	--	22	9th A HWT	
16	DUB SMITH	90-B	HUSQ 250	--	22	4th A LTWT	
17	AL LEWIS	90-C	HUSQ 250	--	22	5th A LTWT	
18	MALCOLM SMITH	90-A	HUSQ 250	--	22	6th A LTWT	
*19	GARY BARRETT	18-A	GRVS 250	POL. DOT'S	22	2nd B LTWT	
20	DAVE EKINS	29-A	WHITE 250	RAMS	22	7th A LTWT	
(21)	EARL HOLBROOK	33-C	BUL 250	PROSPEC.	23	8th A LTWT	
(21)	DICK CHASE	35-B	HORT 45	--	23	10th A HWT	
23	BOB TONDRO	23-B	TRI 40	J. RABBS.	24	11th A HWT	
24	FRANK CHASE	35-A	NORT 45	R. BOMB.	25	12th A HWT	366
25	BILL MESSER	39-A	TRI 40	PROS.	25	13th A HWT	
26	LES WEST	33-A	BUL 250	PROS.	25	9th A LTWT	616
27	BOB HJARMARSON	12-C	JAWA 250	PROS.	26	10th A LTWT	691
*28	KEN LEWIS	27-A	DUCATI 350	--	28	2nd B HWT	
*29	AL WIEMAN	27-C	TRI 40	PROS.	29	3rd B HWT	717
30	MIL GREEN	26-C	TRI 40	SGVMC	30	14th A HWT	75
*31	DON LEWIS	27-B	GRE 250	--	30	3rd B LTWT	
32	AL ROGERS	97-B	DUCAT 350	TR. BUNS.	31	15th A HWT	
33	KRIS COX	25-C	TRI 40	PROS.	31	16th A HWT	
34	LARRY BENTON	58-B	TRI 500	OCMC	33	17th A HWT	
*35	BOB BAILEY	101-B	TRI 40	--	33	4th B HWT	239
36	PETE ROGARDUS	100-B	TRI 40	FINKS	33	18th A HWT	614
37	B. LEWELLYN	4-C	HUSKY 360	DESERTm/c	35	19th A HWT	82
38	R. AHLEFELD	58-A	TRI 40	OCMC	36	20th A HWT	670
*39	GENE BURCHAM	6-A	TRI 40	--	36	5th B HWT	
40	EARL WILSON	5-A	TRI 500	PROS.	37	21st A HWT	535
*41X	BILL MENCHEN	38-A	C.B. 250	--	37	4th B LTWT	179X
42	JACK LUND	65-C	TRI 40	PROS.	39	22nd A HWT	456
*43	RAY YINGER	7-C	BSA 441	--	40	6th B HWT	
*44	JIM CROW	36-A	BSA 441	--	40	7th B HWT	
45	HOSE FREELAND	65-B	TRI 40	PROS.	41	23rd A HWT	
46	J. GOLDBERG	39-B	TRI 40	PROS.	41	24th A HWT	
*47	M. BARDON	40-A	BUL 250	--	42	5th B LTWT	152
*48	BILL HAMBY	70-B	GRE 250	--	43	6th B LTWT	773
49	JOHN STEEN	12-A	TRI 500	SGVMC	44	25th A HWT	58
*50	DICK EATON	21-C	MATCH 21	DH. DAN.	44	8th B HWT	
51	JACK NORMAN	70-A	GRE 250	--	44	11th A LTWT	
52	PAUL EICHMAN	22-B	BUL 250	PROS.	45	12th A LTWT	602X
53	AL MC DONALD	25-A	TRI 40	PROS.	45	26th A HWT	
*54	BILL REDWOOD	5-C	GRE 250	--	46	7th B LTWT	
*55	JOHN HUNNECK	77-C	JAWA 200	DIRTDIG.	46	8th B LTWT	697X
*56	LYLE TAYLOR	9-A	TRI 40	--	46	9th B HWT	613
*57	W. MORROW	7-B	BSA 441	--	48	10th B HWT	
*58	PAUL REDWOOD	5-B	GRE 250	--	49	9th B LTWT	
*59	BOB DURNING	72-B	TRI 500	--	49	11th B HWT	490
*60	BUTCH BRALDON	43-C	MONT 250	J. RABBS.	50	10th B LTWT	
*61	BOB REDDISH	11-C	TRI 40	CHICKERS	50	12th B HWT	28
62	W. CASPERSON	51-B	TRI 40	DESERTm/c	52	13th B HWT	231
63	JOHN WANZEE	70-C	BUL 250	--	52	11th B LTWT	
64	JIM THOMPSON	77-B	TRI 500	DIRTDIG.	52	14th B HWT	557
65	W. HATFIELD, JR.	73-B	TRI 500	--	53	15th B HWT	
66	DAVE GARRETT	31-B	GRE 250	--	53	12th B HWT	322X
67	H. WILSON	2-C	TRI 40	--	53	16th B HWT	513
68	BOB GREENE	37-A	NORT 45	PMC	54	27th A HWT	498
69	GAYLE DAU	43-A	TRI 40	J. RABBS.	54	17th B HWT	
70	E. HEWITT	40-C	GRE 250	--	59	13th B LTWT	
71	RUSS SCHLEEN	54-C	BSA 441	--	60	18th B HWT	763
72	BOB VAIL	37-B	MATCH 35	PMC	60	28th A HWT	235
73	C. BROWN	77-A	TRI 40	DIRTDIG.	61	19th B HWT	652
74	E. BAGGS	73-A	TRI 40	--	62	20th B HWT	
75	LARRY GEESE	55-B	TRI 40	OCMC	64	21st B HWT	835
76	RON WILSON	43-B	NORT 45	J. RABBS.	65	22nd B HWT	
77	JOHN CORREZ	54-B	TRI 40	--	66	23rd B HWT	762
78	BOB GOLDBERG	53-A	TRI 40	PROS.	66	24th B HWT	
79	BOB MOLL	45-B	MATCH 500	--	66	25th B HWT	
80	WILLIE HOCKIE	72-C	GRE 250	PROS.	66	13th A LTWT	250X
81	EDDIE WALKER						
**	PASS.-Stan Walker	1-A	TRI 500	--	67	26th B HWT	460
82	NEIL HOLT	19-A	TRI 500	--	68	27th B HWT	302
83	DALE ECKHARDT	45-A	MATCH 500	--	68	28th B HWT	
84	JOE KULEH	72-A	GRE 250	--	68	14th B LTWT	640X
85	L. J. BATES	73-C	GRE 250	OCMC	69	15th B LTWT	
86	GEORGE BUNKER	19-C	VELO 500	PROS.	70	29th B HWT	203
87	R. HUGHES	15-C	TRI 40	--	75	29th A HWT	647
88	A. BLACKSTONE	11-B	TRI 40	PROS.	76	30th B HWT	199
89	L. FREEMAN	31-A	TRI 40	--	79	31st B HWT	397
90	JIM SEARLES	31-C	MATCH 500	--	80	32nd B HWT	597
91	JACK MILNE	21-B	MATCH 350	DH. DAN.	80	33rd B HWT	
92	DICK MILLER	8-B	TRI 350	RAMS	80	34th B HWT	
93	STEVE MATRICKIC	9-C	TRI 250	VTRA	81	16th B LTWT	
94	STEVE RICHMOND	68-B	TRI 40	--	81	30th A HWT	
95	GENE LINDLEY	68-C	MATCH 500	BOMBERS	81	31st A HWT	

*1st SIDEHACK
Pilot: MARVIN LE BLANC
Pass: CHARLES GRATZ

*TEAM WINNER

FRANK CHASE 23
DICK CHASE 25
BUD HOWSEMAN 15
63 Points

ENTRIES

A-HWT 47
B-HWT 120
A-LT.WT. 25
B-LT.WT. 95
Trail Bikes 90
Sidehacks 6

383 Total Entries



96	JOHN SUTHERLAND	36-C	BSA	500	--	82	35th B HWT
97	WALT BAHR	96-C	HONDA	250	--	86	17th B LTWT
98	SKIP HETRICK	47-C	GRE	250	--	87	18th B LTWT
99	JERRY JONNUM	45-C	TRI	200	--	87	19th B LTWT
100	DON WIMPRESS	21-A	INDIAN500	DANDIES	--	88	36th B HWT
101	L. DOBBS	74-A	MATCH	500	--	88	37th B HWT
102	TEX MARTIN	55-A	TRI	40	OCMC	90	38th B HWT
103	S. R. ELSNER	83-C	BUL	250	--	95	20th B LTWT
104	M. F. SMITH	74-B	TRI	500	--	96	39th B HWT
105	ROD KRONE	8-A	MATCH	500	AVRMC	96	40th B HWT
106	JON STRECKER	62-C	MATCH	500	OCMC	98	41st B HWT
107	RAY KOPANG	68-A	NORTON	45	--	98	32nd A HWT
108	NILS BERGH	83-A	T. SACHS175	VTRA	--	98	21st B LTWT
109	DON DAY	11-A	TRI	500	PROS.	100	33rd B HWT
110	V. STANDIFORD	41-A	DUCA	350	--	102	34th B HWT
111	RON CALIVA	88-A	TRI	40	--	104	35th B HWT
112	D. GOLDSMITH	88-B	GRE	250	--	107	22nd B LTWT
113	GLEN WILLIAMS	60-A	TRI	500	BUSTERS	107	36th B HWT
114	B. SCHLUMBERGER	86-B	HONDA	250	--	110	23rd B LTWT
115	P. STONEKING	101-C	TRI	40	--	100	37th B HWT
116	GUY SMITH	60-C	TRI	40	BUSTERS	113	38th B HWT
117	DAVE MEGORDEN	9-B	BUL	200	--	114	24th B LTWT
118	TIM WITHAM	19-B	DUCA	350	--	115	39th B HWT
119	MARVIN SCHAFER	48-C	TRI	40	P-FIND.	117	40th B HWT
120	KEN KANE	71-C	RE	500	--	118	41st B HWT
121	FRANK GOMEN	56-A	BUL	200	RED DOT	119	25th B LTWT
122	M. H. DUNCAN	61-C	MATCH	500	HAWKS	126	42nd B HWT
123	BOB CORWAY	71-A	HONDA	305	PMC	128	43rd B HWT
124	C. JANICH	82-A	HONDA	250	--	135	25th B LTWT
125	DAVE FORTNER	93-B	BSA	441	--	136	33rd A HWT
126	DICK YOUNG	94-A	HONDA	160	--	136	27th B LTWT
127	D. W. MOORE	46-C	TRI	40	--	141	44th B HWT
128	WAYNE HICKS	46-A	TRI	40	--	145	45th B HWT
129	BILL GREENE	20-B	TRI	500	--	145	46th B HWT
130	DAVID MORGAN	61-B	MATCH	500	HAWKS	183	47th B HWT
131	PETE SMITH	6-B	TRI	40	--	184	43th B HWT
132	ED FARRELL	4-B	TRI	40	DESERTm/c	230	34th A HWT
133	BRUCE IVERSEN	97-A	MATCH	40	--	235	35th A HWT
134	PHIL HOLCOMB	78-A	BSA	500	DYNAM.	245	49th B HWT
135	GENE MANN	87-A	TRI	500	--	248	50th B HWT
136	BILL BOYKEN	87-B	TRI	40	--	249	51st B HWT
137	JOHN SPOLSKY	37-C	AJS	500	PMC	325	36th A HWT

Finish Position	NAME	Riding Number	TRAIL BIKES		Point Loss	Dist. Number
			Machine	Club		
*1	NORM FISCHER	8-F	Hodaka	--	6	
*2	LYNN WILSON	29-C	Hodaka	VICTORS	7	84
*3	RALPH ADAMS	42-D	Hodaka	--	8	
*4	PAT NEWELL	13-F	Hodaka	--	9	
*5	D. W. COOPER	64-B	Hodaka	--	10	
*6	MEL MATLOCK	13-D	Hodaka	--	11	
*7	FRED HEMBORG	85-C	Suzuki	--	12	
*8	DUANE ROEHR	7-E	Vantech	RAMS	12	76
*9	ED WRIGHT	31-E	Hodaka	--	13	
*10	MYLES BUTNER	20-E	Honda	--	14	
11	STEVE GOLDBERG	11-F	Hodaka	PROSPECTORS	15	
12	GLEN LITTLEFIELD	80-C	Yamaha	--	15	
13	REX DINGMAN	34-F	Hodaka	--	16	218
14	JIMMY STEIN	19-E	Hodaka	--	16	214
15	BOB LITTLEFIELD	80-B	Yamaha	--	16	
16	BOB BRILEY	38-F	Hodaka	--	18	
17	GARY RYDER	41-B	Hodaka	--	18	128
18	GARY HENSMAN	24-E	Yamaha	--	18	387
19	DAVID RYNAL	7-F	Honda	RAMS	18	52
20	TOD DORE	13-C	Hodaka	--	20	
21	RANDY SHELTON	9-D	Honda	--	20	450
22	TOM RUDDY	7-D	Vantech	RAMS	20	36
23	RICHARD BUSCH	13-D	Hodaka	--	20	100
24	GERALD KNECHT	8-D	Yamaha	--	21	
25	DAVID LEHMANN	17-E	Hodaka	PMC	22	
26	AL BABROFF	9-F	Hodaka	--	23	460
27	LARRY HOBERMAN	9-E	Vantech	--	24	
28	ROBERT WILLIAMS	21-D	Hodaka	RAMS	26	178
29	KAY TURNER	41-F	Yamaha	--	27	404
30	MIKE ADAMS	42-E	Hodaka	--	27	
31	JEFF HEININGER	17-D	Hodaka	--	27	303
32	JOHN NEWBORN	36-E	Hodaka	--	27	336
33	TOMMY DIXON	18-F	Hodaka	VICTORS	27	473
34	BILL BRYANT	2-D	Yamaha	--	28	
35	GLEN SCOTT	6-F	Hodaka	RAMS	28	326
36	RALPH BLACK	1-E	Hodaka	--	28	
37	KEVIN BOWMAN	2-F	Hodaka	--	28	
38	JIM WARD	19-F	Zundapp	--	29	
39	DAVID SHUMWAY	21-E	Hodaka	--	30	317
40	HARRY BARTLE	10-F	Honda	--	31	
41	BILL GOMEN	5-F	Bultaco	--	33	325
42	BOBBY MESSER	5-E	Hodaka	PROS.	33	321
43	ANDY SKEEL	6-E	Honda	--	33	
44	TONY CLARK	2-E	Yamaha	--	33	384
45	JIM MC DONALD	11-E	Hodaka	PROS.	33	378
46	ANDY SKEEL, JR.	6-D	Honda	--	36	
47	PIERRE MONTGOMERY	27-E	Hodaka	DESERT m/c	36	60
48	GENE MC KINNEY	69-B	Honda	--	42	
49	GREG JOHNSON	8-E	Yamaha	--	44	
50	MIKE BURCHAM	20-D	Yamaha	--	44	
51	RON ASHBY	30-A	Hodaka	--	48	
52	JIM WOODS	43-E	Yamaha	--	50	
53	BILL MOORE	27-D	Hodaka	DESERT m/c	51	86
54	IAN PATTEN	38-E	Suzuki	--	64	
55	JIM YOUNG	36-F	Hodaka	--	69	
56	DON WEST	30-D	Metabeta	--	72	658

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(Irwindale Drag Strip, April 22)

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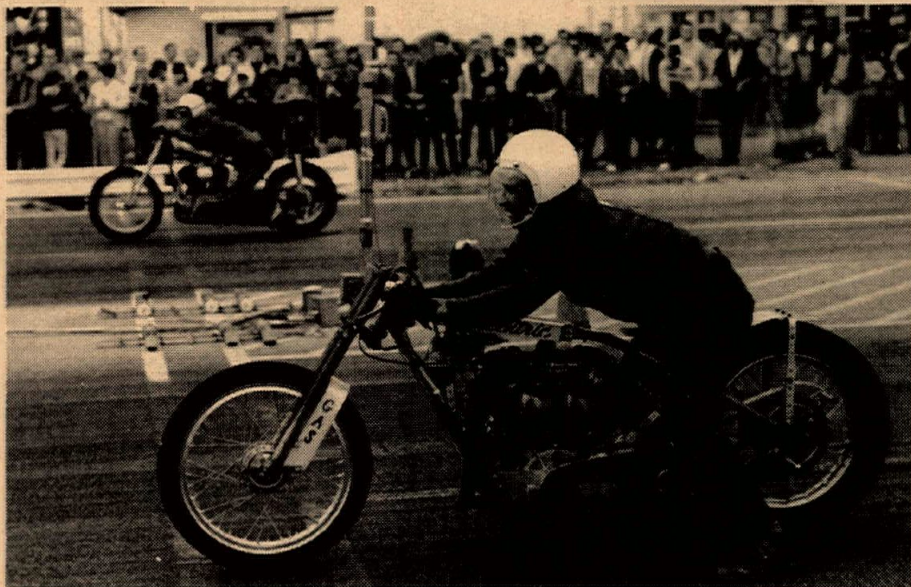
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DRAG RACING

By Bob Ebeling



INSURANCE COMPANIES SET LIMIT ON ACCIDENT COVERAGE

It is hard to determine whether they mean you are only worth half as much as the automotive racers or you are twice the risk. Sunday at Lions drag strip, a rider with insufficient amount of power and experience, released his clutch lever at the starting line and ended up with an uncontrollable wheelie that placed rider and asphalt on the same level. His ankle swelled to large proportions but he refused to go to the hospital for examination until pain and swelling altered his self diagnosis.

The accident seems quite trivial, yet if the number of occurrences for one year are added together, a rather staggering sum can be seen totaled on an insurance company's account. It is just such minor accidents that have decreased our accident and death coverage in competition events, and also depleted the number of drag strips sanctioning cycle activities.

What can be done to correct what has occurred? Nothing! But cycle riders can prevent any further demise of our sanctioned racing spas. If you have a street cycle with less than forty horse power output, don't try and break the tire loose on the dragstrip's compounded asphalt, intended to give maximum traction!

Get Off Safely

Slip the clutch! If it is done in a correct way, so that maximum rpm is maintained, your elapsed time will be just as quick or better than if you had played the part of a tire smoking dragster. If individuals insist on breaking the tire loose, they should set the shocks up stiff so that there is a minimum of weight transfer and when at the starting line, should stand up with the feet on the ground. When the clutch is released and the tire begins movement, then drop back on the seat.

If the accident rate to street cycles continues to spiral, I will campaign to outlaw them from drag strip competition in order to preserve racing for the devoted racers.

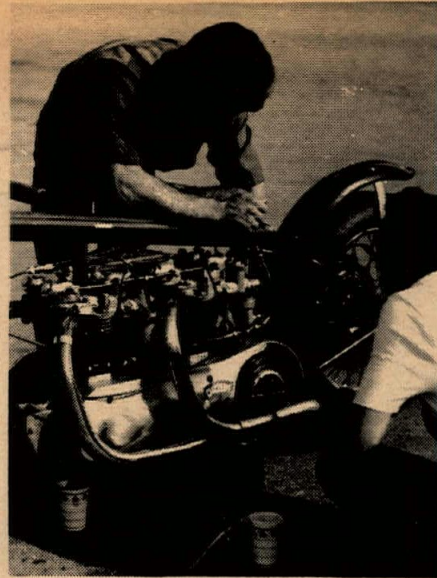
Irwindale

It's never a sure thing for even the quickest machine and Harry Couch took advantage of human error in the race for Jr. Street honors. Jack, "Old Man," Murphy was traveling the quarter-mile in 13.43 seconds on his X-6 Suzuki, while Couch's 30.50 Triumph was stopping the clocks a quarter of a second slower. When the Jr. class winners, "550cc down" raced for top money each was defeated in grand fashion until Harry and the "Old Man" were lonely knights on the field of battle.

Their faithful chargers left the starting line in nearly identical form but when the critical "point" was reached, Jack Murphy was wishing his horse didn't have to be shifted. Harry Couch's Triumph went through the winners lights in 13.68 seconds at 95.54 miles per hour. Harry must be feeding his Triumph good oats, for he also made Top Street runner-up at Lions drag strip, when in competition with cycles of all displacements!

Last week, Dick Strickland had mentioned something about getting a horse to Bruce Miller, as his BSA defeated Harley-Davidson for Top Street. This time Bruce Miller went through ahead of Dick, with the cry, "I've got horses, 60 or 70 to be exact!" Bruce won Top Street turning 12.48 - 107.14.

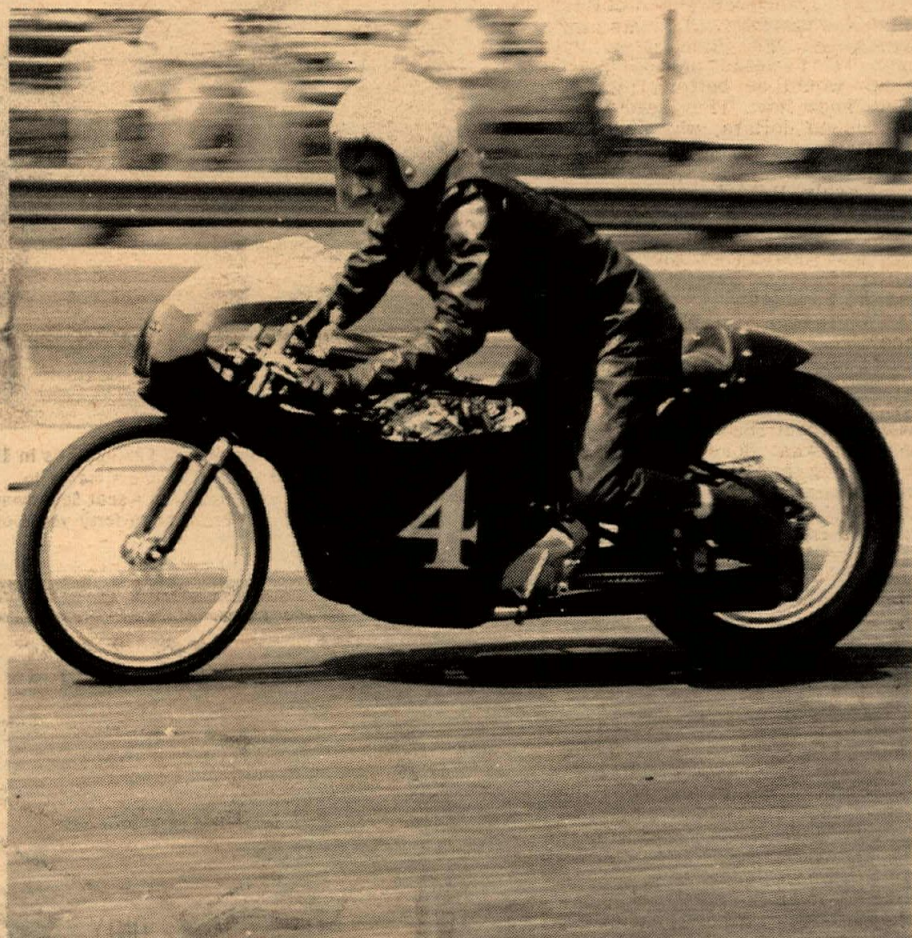
Saturday's closest race at Irwindale was between the McEvoy-Martinez twin engine Triumph and Tony Dodge's Super Bike. Tony was given a 1.3 second handicap start and it almost defeated the "El Toro" double. McEvoy-Martinez won with a 10.03 - 153.32 while Tony drafted along at 11.60-124.65. If you don't think that's close, try and count .37's of a second!



Next

Lions will be closed next Sunday for Mother's Day, but at Fontana there will be a full program and a new racing surface. Saturday, Irwindale will host the program for cycle racers. If you desire two consecutive days of drag racing, without change in location, there is a two day meet at Antelope Valley Raceway on May 13th and 14th. Antelope Raceway is just a few miles east of Palmdale on Ave. "T". Gates open at 7:00 a.m.

Above: Left - Two Harley-Davidson gassers prepare to smoke off the line. Right-Top: fuel winners McEvoy and Martinez make last minute adjustments on their double Triumph. Below: Al Gonzenbach, on a 305cc Honda turned 12.54 and 108 mph.



Photos by Doyle Gray

Fontana

In the race for Top Bike, Ebeling lost to Joe Smith's great 80 inch Harley-Davidson in the first round and in the second race of Smith vs McEvoy - Martinez, the Harley-Davidson exposed its innards while Buddy Martinez made the finish lights in 9.97 seconds at 157.34 miles per hour.

Lions

A smaller than normal turnout provided ample single runs for entries at Lions drag strip. The fastest Pure Stock cycle was George Meyer's BSA at 13.69 seconds and 96.25 miles per hour. Top Street went to Bruce Miller and Harley-Davidson with a 12.24 - 110.11 trophy plate.

These were two class winners in the Gas Division and Bob Braverman's 305cc Yamaha was best in performance figures. Warren Murphy won A Gas at 12.29 - 105.00 with a Harley Davidson, but was defeated in the money race as Braverman made the trip in 12.27 seconds, traveling at 108.17 miles per hour.

Fontana will have top bike races plus a two out of three match between Bob Ebeling's 10-second Triumph and a 10-second modified roadster out of Luckys Auto.

Sunday, May 28th is a special A.D.R.A. "Drag Digest" meet at Lions, with 150 dollars in awards for the bikes.

Important!!! Next meeting of the Motorcycle Drag Racing Association is Thursday, May 18th, at El Nido park in Torrance, Calif. at 9:00 p.m.

(Results on page 16)



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"Tanner sounded cute with that southern drawl."

INTERVIEW WITH AGGIE

By Carol Sims

Photos by Joe Lopez



"Gripes? The weather!"



"Let's see...that was about '35 or '36."

CLE NEWS May 18, 1967 Page 19

J.C. Agajanian is known to race fans and competitors the country over as a promoter of racing events and other related activities. He and his big hat are a familiar sight at the Ascot flattrack and TT races which he directs. But how did he get started? And what are his plans for the future? Read on:

CYCLE NEWS: What's an average Friday night flattrack payoff at Ascot?

J.C. AGAJANIAN: Motorcycle purses average \$2400 at Ascot through the year.

CN: How many racing events will you be promoting this year?

AGGIE: Eighty-five last year — probably about the same amount this year.

CN: What all does this include?

AGGIE: Motorcycles, midgets, championship cars. Also includes closed circuit TV of the Indy races, and flights to Indy and back.

CN: How did you happen to get started as a promoter in the first place?

AGGIE: Well, that's a kind of a long story, but maybe I can make it short. It started when I bought my first race car and joined the Association and we'd go to different race tracks. After the races were over, when we went to collect our purse — no promoter. This was almost a steady diet. The Association felt that maybe if I would promote the races things would be better. I told them I didn't know how. They said "We've got a thousand dollars, why don't you use that — learn to promote." So I went to the newspaper offices, and I talked to Ray Lavelly. He'd done a little publicity work and belonged to the Association. I put him to work.

CN: What Association was this?

AGGIE: Western Racing Association. I was the president.

CN: Where did you promote your first race?

AGGIE: Southern Ascot Speedway. It was at Tweedy and Atlantic. (Los Angeles)

CN: When was this?

AGGIE: About 1935 or '36.

CN: Just what does promotion consist of for a big race like the 8-Mile National or Sacramento?

AGGIE: You have to first of all get a sanction from the sanctioning body, then you have to get your advertising and publicity crews to work, then you have to get the entries, make sure you know who's going to race for you, and what types of bikes. And then track preparation.

CN: Lots of people seem to think you own Ascot Park.

AGGIE: I don't own the race track.

CN: What do you think makes for loyalty of the crowd at motorcycle races?

AGGIE: The officials and riders put on a show that the public enjoys seeing. There are big purses and we have riders from all over the U.S. If a rider's good enough — in the top five — he can make a living at it. If he wants to get a job, he's that much further ahead. We have a snappy show. It starts and finishes on time. I like to have it over by 10:30 so people don't have to pay overtime for babysitters. We also have a fine security system. They make sure that if you bring your wife and kids to the races, some drunk isn't going to be slopping beer over you. Or using profane language. Because of the clean operation we do get a little extra crowd — better purse, better gate receipts.

CN: How about Hells Angels types?

AGGIE: They can't even buy a ticket.

CN: Why are the flattrack races weekly and the TT's once a month?

AGGIE: People would go to more TT's.

but I feel that if I had any more racing than that — about 40 races a year at Ascot alone — we'd be overtaxing the good people who enjoy going to races and couldn't afford more. I feel the public would rather see flattrack than TT's, so I decided on one TT a month and weekly flattrack, April to November. Toward the end the crowd starts to drop—the season might even be too long. But Schooler (track owner Harry Schooler) wants the rent. It's understandable—he's got a big



Back in the "good old days" of \$250 purses in 1938, J.C. Agajanian was already promoting races. Here (arrow) he awards a cake and a medal to big-car driver Spider Webb (next to trophy girl) for winning a 100-lapper at Southern Ascot Speedway in South Gate. The kid leaning over in the foreground would now be close to forty years old.

investment there. But I would shut it off in October. Even the cameraman is tired by then. Now there's even more racing — there's another track. I don't know how they're doing... but somebody's going to have to give up.

CN: How do you feel about racing year-round?

AGGIE: I think there should be at least a couple, three months off, to re-do the racing equipment. Time to paint 'er, or build a new motorcycle that might have an advantage. A guy should have a chance to relax.

CN: What do you think of the Ascot TV program as far as drawing new fans to the races?

AGGIE: Tremendous. I think the TV coverage really helps. And shows like "Wide World of Sports" help ALL racing throughout the U.S. Like the Sacramento 20-miler. It's a big successful event now, but in the beginning it didn't pay off. I lost money. This year I'm making it 25 miles, which means more prize money.

CN: Understand you've taken over management of the paved mile track in Phoenix. Any possibility of motorcycle racing there?

AGGIE: Just car racing for a while, but we're not too far off from having a motorcycle road race there.

CN: Are there any dirt mile tracks available in California other than Sacramento?

AGGIE: No other miles are available. I'd like to have a 20-Mile race too, but where would I run it? I tried the Phoenix mile and lost \$10,000 on one race. We just didn't have anyone there. It was July and so hot.

CN: What are your plans for Indianapolis this year?

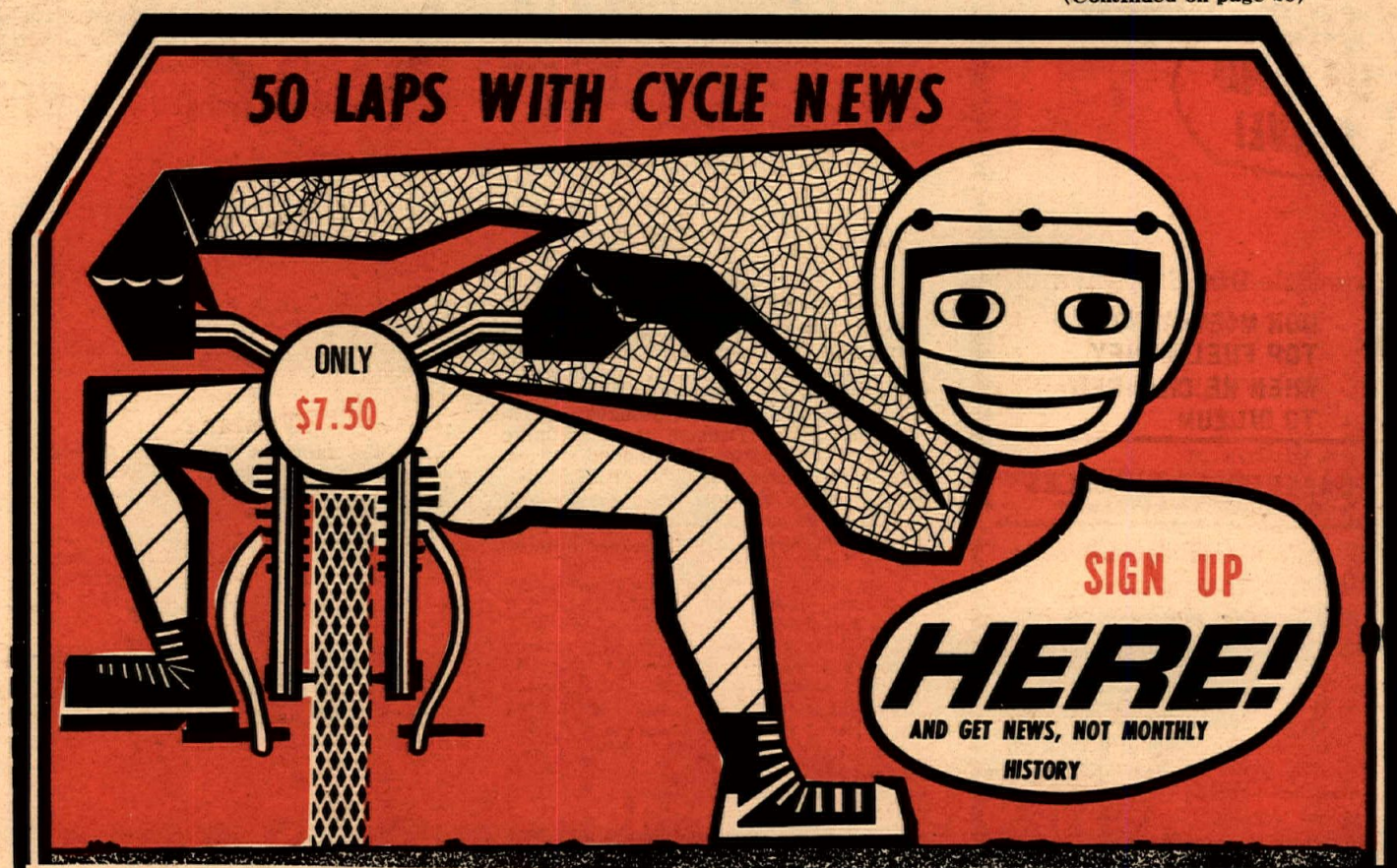
AGGIE: I've got two cars entered — the Rev 500 Specials. They're supercharged Offys. But the drivers aren't signed to contracts yet.

CN: About your hats... do you have them made to order?

AGGIE: Yes, they are specially made. The label says "Made expressly for J.C. Agajanian." They are Beaver 100's, made in Garland, Texas. I have a standing

(Continued on page 20)

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"International racing is coming around."

order for twelve a year. In about a month they start soiling up a little bit, and then I give them away. Guys use them for going hunting or fishing, or they keep their helmets in them. Sort of a souvenir, a keepsake.

CN: What do the initials J.C. stand for?
AGGIE: Well, my full name is Joshua James Agajanian. We were three brothers and my father gave us all names from the Bible — Joshua, Elijah and Benjamin. Eli and Ben could make it all right, but I didn't want to be called Joshua. Thought the kids would make fun of it. My aunt nicknamed me Jacie (pronounced Jay-Cee) and that's what I went by ... until my first roll call in high school. They'd call your name and the boys would sit on one side of the room and the girls on the other. They called all the boys but me. Then they started calling the girls and since I was an "A", the first name they called was Jacie Agajanian. From then on I used the initials J.C.

CN: How are your relations with other promoters?

AGGIE: I'm on friendly terms with most all of them. With 90 percent of them. I represented all promoters in the U.S. for three years, on the USAC Board of Directors. Now I represent the car owners. We meet about four times a year.

CN: What do you think of Evel Knievel?

AGGIE: I think Evel is a very competent person in his act. I think he can make that flight across the Canyon, too. He's done everything else he said he would.

CN: Do you have any particular gripes you'd like to air?

AGGIE: The weather. Wish it would get warmed up. Other than that I can't think of anything I could squawk about right



"Somebody's gonna have to give up."

now. I do ride hard on (Don) Basile and the other guys to see that the public is taken care of, that the fans get a good show and get treated properly.

CN: The Ascot track looks in beautiful shape. Any difference in the preparation this year?

AGGIE: This year we brought the new dirt in a lot earlier — let the cars work it in. In past years new dirt was brought in a week before and it didn't get mixed in, or "scarified" in with the old dirt. This year it was 5 or 6 weeks earlier and there was time for it to be worked in.

CN: How do you feel about big bike engine sizes being reduced to 350cc in 1969? Think it will hurt the show?

AGGIE: I questioned the 250's for novices but they're getting them down to where it is a pretty good show. It might take the 350's just as long, but they'll be going as fast or faster in a short time as the big bikes.

CN: Do you think we are getting closer to International racing for motorcycles?



"About the same amount of events as last year."

AGGIE: International competition is coming around. Purses are better, transportation is better, you can get around faster. It's bringing all the countries closer together — for automobiles, motorcycles and all the other sports events.

CN: How about your plans for the future?

AGGIE: Well, my future plans are to continue about like we have been. I don't see any big changes. I'd like to see a

ELSINORE NIGHT LIFE

by Don Wallen

At last, summer weather has returned to Elsinore, bringing a jovial crowd with it, with many of the camper people arriving early Friday night to enjoy a full weekend of trail riding, racing and practice on Sunday.

The largest class continues to be the 100 Novice, which seems to be the be-

ginning point for the greatest percentage of the up-and coming riders. A sour note is that one of the hardest charging "teeners" to ride Elsinore, Cris Smith, fell at Prado two weeks ago and will be out of racing for about a year. Cris will be in the Pomona Valley Hospital for 8 weeks. Jay Smith, Cris' dad, promises to come on out and spectate anyway.

Big Bike Battle

In the 500 Novice ranks there was a surprise winner. H. McConnell, on a 441 Victor, came out for a fun ride and left with the hardware. McConnell won his first race here but hardly without an argument from C. Wells, on a Bultaco, and T. Howe on a H-D. The 500 Expert bash turned out to be a ding-dong battle between C. Cargo on a BSA, J. Foxe on a Triumph and R. Marquis on a Honda. The preliminary heats were pretty well divided between Cargo and J. Foxe, with Rick Marquis still sorting out a newly-built 350 Honda. In the Open Expert class, the real struggle for first was between Foxe, Triumph, of the Gripsters and W. Harper on a BSA, a rival club member. In the Main, Foxe grabbed the lead right away and was being chased with much ardor by W. Harper. Harper came off in the switchback only to let C. Cargo go by for a second place.

250 Amateur-Expert

Chuck Hatcher made his weekly trip down from Las Vegas to do battle with Bultaco mounted R. Schull and P. Coberly. Hatcher won all the preliminary heats plus the Main but had some trouble in the Sweeps. He came off but was not injured. Schull has not been seen often at Elsinore and rode hard all night on an older Metisse, but was unable to catch Hatcher.

100cc Tiddlers

Rusty Burkert, Hodaka-mounted won the Main with M. Carver on a Hodaka in second place and B. Kazula on a Honda in third. Rusty's dad, Fred, by the way, builds Hodaka engines for racers, so you guys see Fred if you have a problem.

Racing Movies

On the 16th of this month, at Barnacle Bills on Huntington Drive in Duarte, there will be three motorcycle racing movies, including the Catalina race. This is usually a very good show. Call Clyde at 357-3860 for details.

(Results on page 16)

COOPER BOOTS

U.S. Racers of Downey, California, are now marketing lightweight road racing boots, designed by the brilliant British short circuit star John Cooper. Cooper describes the footgear in the following manner:

"I have found these boots very much to my liking after wearing them continuously throughout the 1965 racing season. The boots are very light in weight but the materials and manufacture are exceedingly good giving a wearing potential at least equal to those more highly priced. I am impressed with the kangaroo leather used for the upper of the boots, this leather is very light yet exceptionally strong and non-stretch, the latter giving perfect fit through its working life. One point worth special mention is that surplus engine oil splash does not penetrate through the leather, in the past I have had a plastic inner lining to prevent this nuisance. The padded ankle guards were incorporated at my suggestion to help eliminate serious injury to the ankle bones from knocks and falls, etc. Other special features to note are the spiral steel front support which enables the boot to keep the correct position on the leg when being worn, the rubber non-slip grip bonded to the leather sole together with the patterned rubber top piece ensures complete safety to the rider when push-starting his bike."

Price of the boots is \$35.00, available from U.S. Racers, P.O. Box 163, Downey, Calif.

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TRAILING

SIERRA CLUB WINS

FOREST VEHICLE REGULATIONS ANNOUNCED FOR SEQUOIA AND INYO NATIONAL FORESTS

Trail bike riders and people traveling by jeep and other off-road vehicles will be limited to "designated vehicle ways" within a restricted area of the Sequoia and Inyo National Forests, Forest Service Regional Forester Charles A. Connaughton announced today. In announcing the regulation, which will be effective on May 15th, Connaughton stated that the action was necessary to promote safe travel conditions and to protect fragile soils and other watershed values. These restrictions have been under study for two years.

These National Forests are located in the southern Sierras, east of Porterville. Involved is a forest area of a half-million acres south of the John Muir Wilderness and north of Lake Isabella. Within this area, which is shown on an official map and which will be signed on the ground, vehicle users must stay on designated vehicle ways. Travel by vehicle throughout much of the area has been provided for. Some areas which had been closed to vehicles in 1965 will be open. Certain areas, however, including the proposed Golden Trout Wilderness, will remain closed to vehicle travel.

The new regulation is in response to the great increase in vehicle use which has been taking place in the last several years. For reasons of safety and resource protection some areas are not adaptable to vehicle use. For the last two years these problems have been studied by the Forest Service along with conservation groups, vehicle use groups, commercial packers, and individuals. A public meeting was held in Porterville last March 16 during which all previously unheard views were received and considered. The new regulations are being put into effect on May 15.

The designation of approved routes is subject to change as necessary to meet the objectives of the regulation. Any changes will be shown by signs on the vehicle ways.

Unaffected are the classified areas such as the John Muir Wilderness and the Domeland Wilderness. Vehicle use is prohibited in these areas except for emergency missions by government agencies.

The official map shows the boundary of the affected area and the designated vehicle ways within the area. This map is available free of charge from Forest Supervisor, Sequoia National Forest, P.O. Box 391, Porterville, California 93257, or from Forest Supervisor, Inyo National Forest, Bishop, California 93514. Copies may also be obtained at the Lone Pine Ranger Station, Kernville Ranger Station, the Springville Ranger Station, the Pinehurst Ranger Station, or the Bakersfield Ranger Station in the Federal Building.

Supervisors Joseph T. Radel of the Inyo and Lawrence M. Whitfield of the Sequoia caution all forest travelers to check on condition of roads and trails before entering questionable areas. Heavy rains have caused extensive damage which cannot all be repaired in time for summer travel. Travelers should call the ranger station nearest their planned destination for latest information on road and trail conditions.

ASCOT HOSTS RECORD HALF-MILE ENTRY

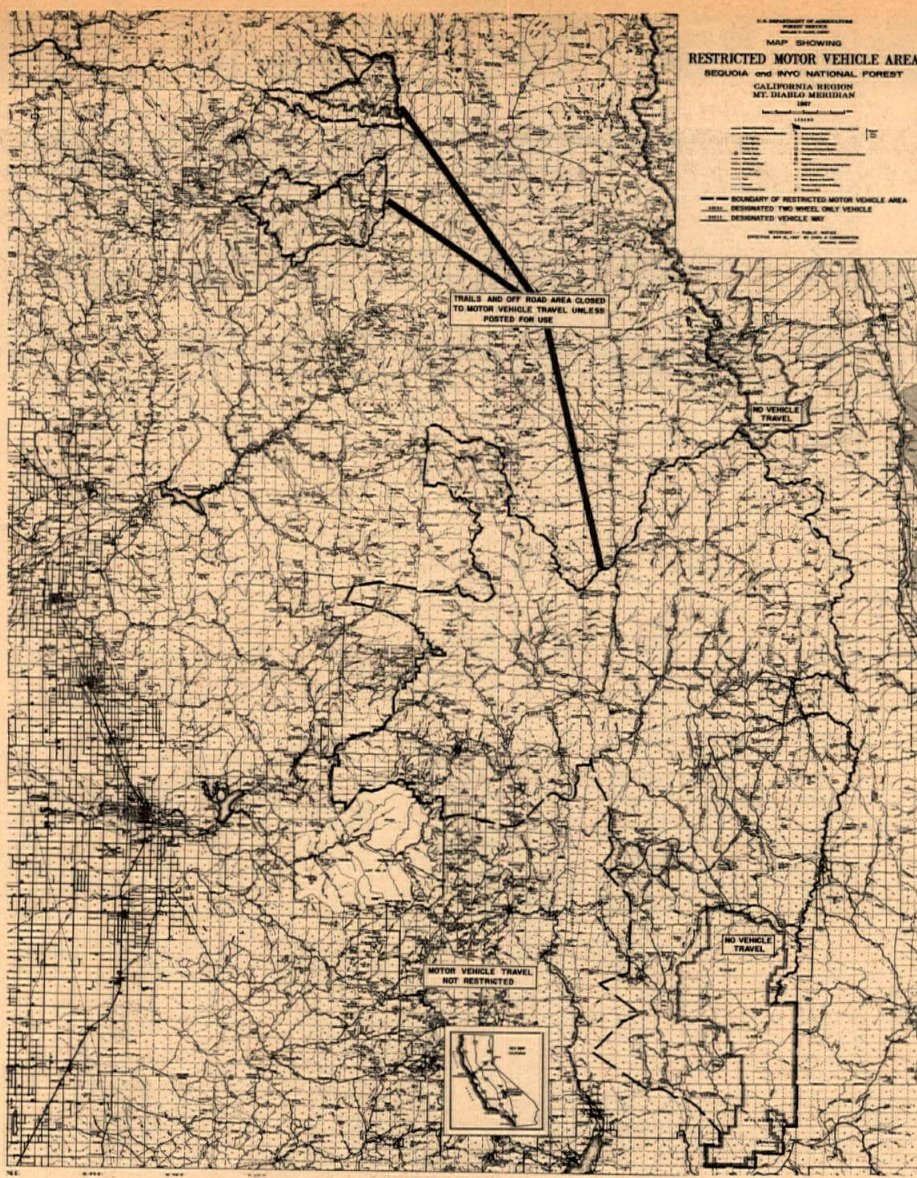
J.C. Agajanian reports a record entry list of 150 riders for the flat-track meet at Ascot Park this Friday night, May 12.

First event on the 18-race card begins at 8:15 p.m.

The regular roster will be boosted by an influx of cycle aces from over the West.

Chris Draayer of Salt Lake, one of national leaders, is in the cast. So is Mert Lawwill of San Francisco, another of the top 10 in the country.

Other standouts entered include Al Gunter, Alahmbra; Gene Romero, San Luis Obispo; Chuck Jones, Arcadia; Ralph White, Torrance; Dan Haaby, Lawndale; Elliott Schultz, South Gate; Dick Hammer, Lakewood; and Rich Thorwaldson, L.A.



CONRAD MOTORS TO SILVER CUP WIN

Last weekend the ACA held the fifth event in the Silver Cup Moto cross series at Castaic Park. This is the half-way point in the ten event series, leading to a climax with two confirmed international events, one on November 11th and 12th sponsored by the Dirt Diggers at Hope-town and the following week on November 19th a Prospector-sponsored event, all ACA/FIM sanctioned.

The young man who really shone this weekend, winning both the 250cc Amateur event on a Greeves and the 100cc Amateur event on a Hodaka, was Gary Bailey from Compton, Calif. Gary's 100cc win was quite fantastic because he was competing with everything up to 175cc and 200cc and was able to come out an over-all winner on the little Hodaka.

In the Silver Cup 250cc class, there was a real battle between Gary Conrad on a Greeves and Malcolm Smith on a Husqvarna. Gary won the first two motos, but Husqvarna-mounted Malcolm was not to be outdone by Gary and was determined to win the last event. He finally overcame Conrad during the last Moto. The 500cc Silver Cup class went to the old "Iron Man" of Moto cross racing, Walt Axthelm, on a CZ. Pushing Walt in both events was Max Switzer, also CZ mounted, from Las Vegas. Third place man in event was Preston Petty on a 360 Maico. Preston led one of the motos, but going over the last jump at the start-finish line, he landed on his shifting lever rather than the foot peg, bent it, and was forced to retire from the race.

In the 250cc Amateur class, second place man, and a strong contender, was Don Shore from Torrance on a Greeves.

Winner of the 350cc Amateur event was Bob McCarthy from Rolling Hills (Honda) who had to push hard to beat John Maynard, also Honda-mounted.

In the 500cc Amateur event, Tim Hart on a CZ was the eventual winner but had to fight it out all the way with Rick Shirey on a Triumph. The Open event went to John Bedford, Triumph-mounted, with second place going to John's arch-

rival and best friend, Robert Troiano, Triumph-mounted.

Most of the riders who have been participating in our previous Moto-cross events are starting to develop some of the Moto cross skills which are necessary to win in this type of event, and with the remaining five races, we look forward to some of these boys developing into top-notch competitors for the Europeans, come November.

(Results on page 16)



Honda rider leaps over Castaic jump.



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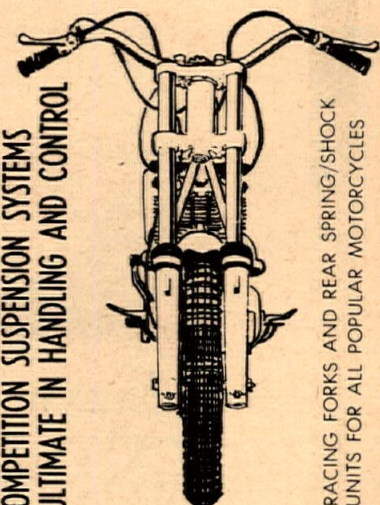
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A.F.M. Race Scene

by Tom Finlay

A recent newsletter published by Wes Cooley, President of the ACA, hinted that the AFM was attempting to foul up the scheduling of California area road race events by conducting a race at Las Vegas on the same date as the ACA event at Willow Springs, April 16.

The AFM had the problem of fitting this event into the available dates of Stardust Raceway, and this event was scheduled before the Feb. 19th AMA sportsman race in Las Vegas.

Mention of this fact was made in CYCLE NEWS. The AFM does not wish to create any friction between ourselves and any other body promoting or sanctioning the sport.

With the AMA running once a month at Carlsbad, the ACA at least once a month and the AFM probably twice a month during the season some conflicts are almost inevitable.

We feel that the additional racing will only benefit road racing by increased exposure, and we can only hope for more. The AFM may even have one or two "double headers" coming up this season. More on this later.

Baumann Going Great

The 250cc race at Vegas, April 16th, was a good indication of how quickly Art Baumann has been riding as of late. Art avenged an earlier defeat by Swede Savage at Stardust, Feb. 19th, by winning the event handily. Art and Ron Grant are now riding Yamahas provided by Al Fergoda Motorcycles of San Francisco. Art presently holds the lead in the AFM 250 class, and looks to be very hard to catch. In the 350 class, Fred Muhlberg is now riding a well tuned Honda sponsored by Aaron Wilbur, in addition to his 175 Honda. Freddie's wife Georganne, riding a Yamaha 100 Twin, holds a commanding second place in the 100cc GP class behind Ron Grant.

In the 500 class, Eric Dahlstrom ap-

pears to be making a strong come-back riding the Precision Machining Honda 450. After dicing with Buddy Parriott a couple of laps at Vegas, finally dropping back to second, he waltzed away to a seemingly easy win from start to finish at Vaca Valley Raceway April 23rd in a drenching rain storm.

Vacaville in the Rain

Vacaville answered some unasked questions about road racing on a really wet track. We now know that California road racers are seemingly undaunted by horrible weather, as an amazing number of machines showed up. Over half a dozen bikes even made the trip from Southern California, despite the precipitation.

We were sorry to see Merv Wright meet with the elements during the sidecar event. Merv and his passenger Eldon Parker, and their outfit performed a rather spectacular flip on the back straight while leading on the last lap. Eldon was bruised and shaken and Merv suffered a painful knee and possible fractured ankle. Merv was going very quickly at the time, and was probably traveling in excess of 80 mph.

Sidecars Gaining

The sidecar class seems to grow with every event held. Presently in the point lead is Jim Sadilek, last year's champ. In second place we find dirt ace Dave Roesch, of the Sidehack Association. Dave is making the transition to the hard stuff rather quickly, and his full power slides around left handers, with passenger Tom Ridyard hanging on for life, have to be seen to be believed. Pre-season favorite Reg Pridmore won the first event he entered, but while in second place at Las Vegas, April 16th, he was forced out with mechanical difficulties. Reg now falls into a three-way tie for third with Ron Grant (who premiered on a three wheeler April 23rd at Vacaville) and Bob Johnson.

Surprise of the day at Vacaville on the 23rd was Rick Schell coming out of "retirement" and leading the 0-175cc derby from start to finish. As usual, Rick's CR-93 Honda was an eye catcher and it goes like it looks.

And For our Next Number...

Next AFM Road Race will be May 14th at Cotati Raceway, with a purse to boot. Entry is free to all traveling more than 250 miles, and competitors get plenty of racing and practice. Look forward to seeing national number 23, Dave Bostrom, return to the pavement with his Triumph TT machine. Dave won the open class last time at Cotati, and could be a threat to Tom Steele's championship.

For information on any AFM event, you may call (415) 342-3712 in No. Calif. or (213) 762-9875 in So. Cal., after 6:00 p.m.

Let's keep out the politics and keep up the good will and good racing!

**By Chuck Clayton****SCRAMBLES ACADEMY COMING**

Sensing the need for training in the art of racing for fun, this newspaper prevailed upon several good people in the sport recently and offered to help set up a school for scramblers. Until now the only way to find out if you have what it takes to mix it up in sportsman competition was to sign up and race. If you trailed along behind the others and watched and practiced, you might eventually make it.

When the first tentative announcement of the planned school appeared here, we received eight inquiries from prospective students. Armed with these and the fact of Torsten Hallman's moto cross school success last year, we contacted principals of the Whiteman road racing school and they agreed to manage something similar for California scramblers.

Non-Profit Venture

Two sites for the Scrambles Academy were offered. Mr. James Spire kindly volunteered his 300 virgin acres near Corona and Mr. Tom Paschal offered his Elsinore scrambles track. Elsinore was chosen because of its challenging layout, improved surface and modern facilities.

Instructors will be carefully chosen from among the top category of California scramblers. Instructors will be paid for their time and the balance of tuition, after expenses, will be available for the proposed District 37 Public Relations fund.

People interested in becoming students or instructors should watch these pages for more details in the coming weeks. Classes will be held on the first Sunday of each month and the first class is slated for June 4.

THE FINISH LINE

By Roxy Rockwood

Ascot action looked fast and furious last weekend and promises to get going faster in coming weeks. The scoreboard between Tanner and Gunter for the all time win record title now rests at 349 for Tanner and 357 for Gunter.

Sammy won one last Friday night and lost two. Gunter broke down in the heat race and never got going.

Watch young Crawford in both the half-mile and TT events this year. He has the guts and desire to be a good one and is riding the way Bart Markel did when he was an Amateur. Win or crash.

It's official now. Better late than never but Marty MacDonald is, or was, officially the high point Novice half-miler in the nation last year. He beat out Larry Pruett by the slim margin of eight points!

The duel between Haaby and Tanner this year for high point honors will be torrid all the way. Tanner is as good as ever and Haaby is now a seasoned veteran.

Latest to join the list of cancelled AMA National races is the popular 15 mile national in June at Heidelberg, Pa. It was not called off for the usual rea-

son but is destined to demise due to the promoter paying the half-mile oval.

More and more the Nationals are heading west of the mighty Mississippi. Latest is a half-mile National at Wichita, Kansas on the Labor Day weekend.

Flew to Portland last weekend to get the publicity rolling for the Portland July mile track National. This layout beats anything that cycle or car racing has ever had to offer.

It boasts a perfect mile track, enclosed grandstands, air conditioning, ten bars and a super-plush viewing area for all, especially for the VIP's in cycle racing. No expenses are spared for this one, which will run on July 16th. This, without a doubt, will become one of the premium racing events on the calendar from now on.

TT racing at Ascot is becoming so keen that point leader Dusty Coppage did not even make the Main Event last Saturday night. It was not because he didn't try.

Old pro Jim Goldsmith was on hand to say that he will be making a limited comeback and start riding the twice-weekly sportsman events at Trojan Speedway in South Gate.

It'll be another heavy weekend this time around with half-mile at Ascot on Friday night and another sportsman road at Carlsbad this Sunday afternoon.

Next week its half-mile at Ascot and indoor short tracking at San Diego for the second time. The TT slated for Sacramento last Sunday was called off—the track was under water. They go up there on May 21st.

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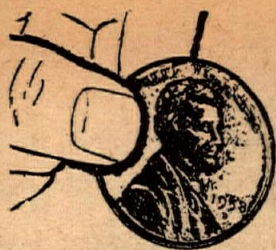
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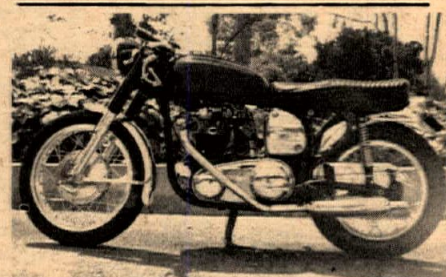
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